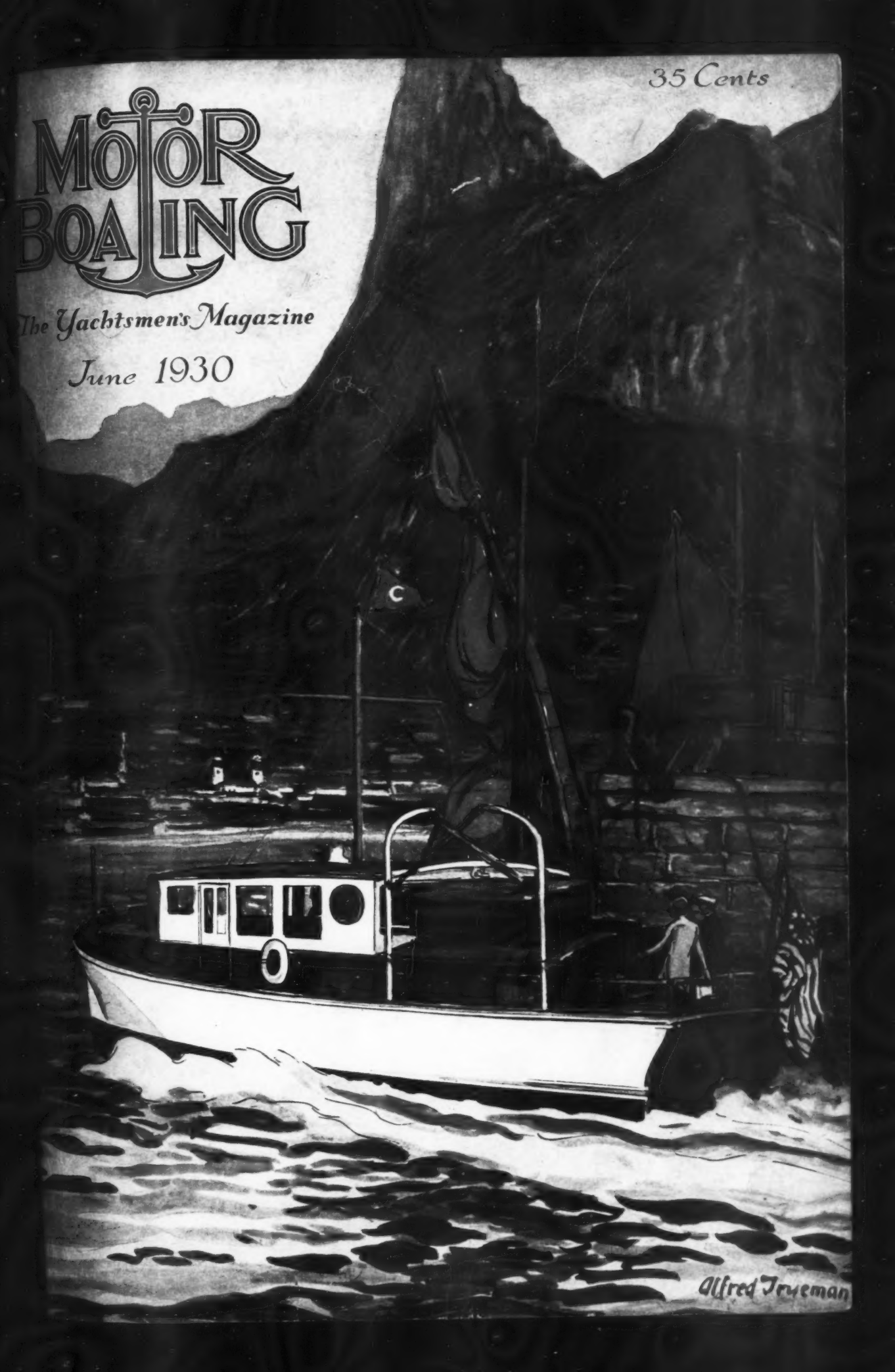
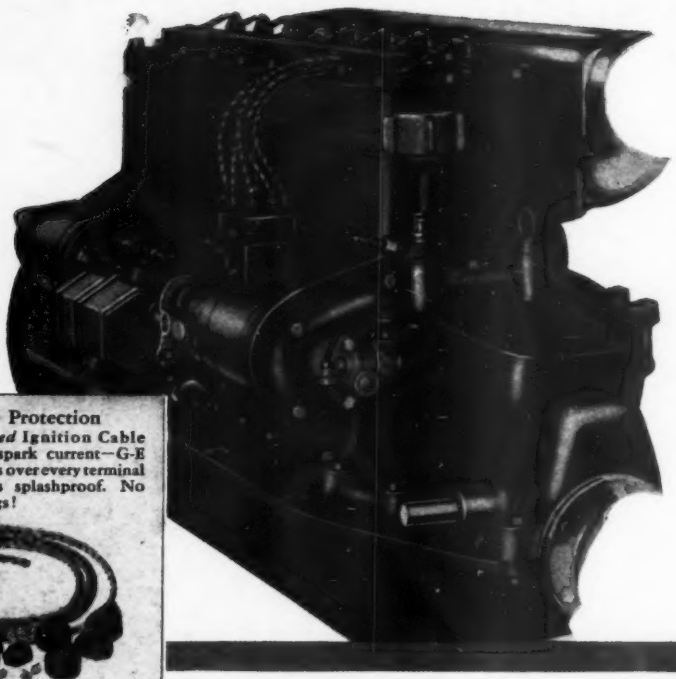

35 Cents
MOTOR BOATING
The Yachtsmen's Magazine
June 1930
Alfred Freeman



***Double* Protection**
G-E *Lacquered* Ignition Cable guards your spark current—G-E Textolite Caps over every terminal make engines splashproof. No more wet plugs!

In racing trim!

No Power Losses with *this* cable . .

WHEN a racer trims his boat for the 100-miles endurance run he checks everything . . . until he *knows* his engine is a fighter.

Is yours? Check the spark plug wires. If they're more than a year old, they probably leak current without your knowing it . . . spark-starving your engine . . . cutting down its power.

Replace them with G-E *Lacquered* Ignition Cable. *Then* current can't escape. Full voltage goes into sparks—mainsprings of power—giving you better combustion, less carbon.

Many coats of tough, flexible lacquer make G-E Cable endure engine heat, water, oil, gas, the strain of voltages that run up into the thousands, surging to the spark plugs.

G-E *Lacquered* Ignition Cable—with Textolite Caps to protect terminals—makes ignition weatherproof on outboard or inboard engines, and at little cost. Ask your supply store, or *use the coupon.*

G-E *Tungar Battery Charger.* It makes battery charging simple, economical. Three sizes: 6-Battery, $45; 15-battery, $75; 30-Battery, $[illegible] (net east of the Rockies)

GENERAL ELECTRIC

MERCHANDISE PRODUCTS

MERCHANDISE DEPARTMENT GENERAL ELECTRIC COMPANY BRIDGEPORT, CONNECTICUT

Section A-536, Merchandise Dept., General Electric Company, Bridgeport, Conn.
Please tell me about G-E *Lacquered* Ignition Cable, G-E-Tungar Battery Chargers.

Name .....

Address .....

What! Outboard Motor Boats . . . Electrically Started

as Luxurious and Roomy as Larger Inboards?

Yes—Fully as Fast and Sea-Worthy at a Fraction of the Cost for Maintenance and Operation

POWERED by the world's speed champions, Johnson Sea-Horse motors, these Johnson Aquaflyer Runabouts head a new sporty fleet—the first complete outboard motor boats—and the first boats and motors designed together by the same maker, and built to operate as one.

Thus is attained light weight, greater speed, easier handling, and utter simplicity in operation, service, and storage.

Look at the seating capacity and the size of the cockpits—30% roomier than inboard boats of equal length, due to having the motor outside—in a covered hatch in the stern.

They start electrically—drive and steer like a motor car. All controls are grouped conveniently by the wheel.

Tilting propellers enable you to navigate anywhere—snags, logs, rocks, shoals—nothing disables them like craft with stationary propellers.

This Matched Unit fleet includes smaller boats too—the 15-ft. Knockabout, 14-ft. Utility A, 15-ft. Utility B, and 17½-ft. Service Runabout with room for 8 passengers and a true speed up to 27 m. p. h. Four models are of Johnson's new Sealite construction that weighs only half as much as usual construction in water service, yet is 35% stronger. Trim lines, smart colors, and stream-line fittings give them an air as smart as sport cars.

Their Sea-Horse motors are light, portable, easily removed, and transferred from boat to boat. The new "4" and "12," like the Johnson Sea-Horse "Single," can turn the boat on a pivot or be completely reversed for backing. Their Alternate Firing principle, like the Johnson Release Charger on Sea-Horse "16," '24," and "32," makes starting twice as easy as any other twin.

Sea-Horse "24" *a new Class C motor, electrically started, $350; hand-started only, $285. Other Sea-Horses $125 upward.*

Sea-Horses Win More Race Classics

Albany to New York Marathon on the Hudson, April 26, won by J. E. Wilkinson, driving a Sea-Horse "32," established new record time of 3 hrs., 25 min., 3 sec. Sea-Horse "24" second, also broke previous record. Sea-Horses took 7 of first 10 places against competitive motors of 50% to 100% greater piston displacement.

The Col. E. H. R. Green Trophy, Miami, Fla., won March 27 by Sea-Horse "32." Second and Third also won by Sea-Horse "32."

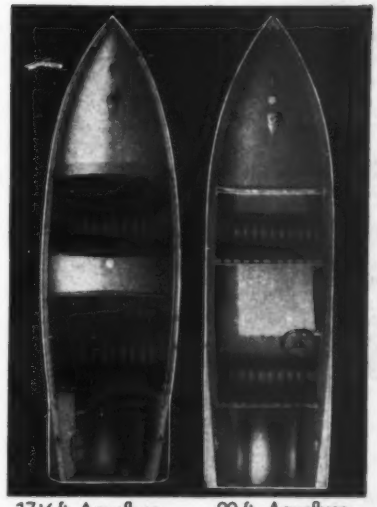
Sir Thomas Lipton $25,000 Trophy, Palm Beach, Fla., March 22-23, Col. Samuel Tooey First, driving Sea-Horse "32." Second and Third also won with Sea-Horses.

Mail Coupon for Color Catalog

picturing and describing all models of Johnson motors, boats, Matched Units. You'll see then why Johnson Sea-Horses outsell all other outboards combined.

All dealers carry first-aid service parts. Sales and service stations in all parts of the country.

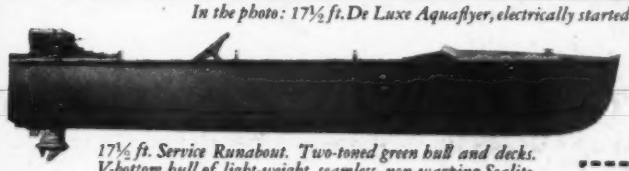
JOHNSON MOTOR COMPANY
3008 Pershing Rd., at the lake, Waukegan, Ill.
In Canada: Canadian Johnson Motor Co., Ltd., Peterboro, Ont. *World's Largest Manufacturer of Outboard Motors & Matched Units.*



17½ ft. Aquaflyer *Rakish lines, double cockpit, deep-cushioned cross-seats, V-bottom, Sealite hull.*

20 ft. Aquaflyer Family Runabout *Philippine mahogany. Cockpit space equals inboards 6 ft. longer.*

In the photo: 17½ ft. De Luxe Aquaflyer, electrically started.



17½ ft. Service Runabout. Two-toned green hull and decks. V-bottom hull of light-weight, seamless, non-warping Sealite.

MAIL THIS

JOHNSON MOTOR CO.
3008 Pershing Road
Waukegan, Ill.

Send me your free Catalog, prices and terms.

Name.....

Address.....

.....

JOHNSON *Matched* UNITS SEA-HORSES & BOATS

MoToR BoatinG, June, 1930. Volume XLV, No. 6. Published monthly at 57th Street at Eighth Avenue, New York, U. S. A., by International Magazine Co., Inc. Yearly subscription price: United States, $3.00; Canada, $3.00; Foreign, $4.00. Entered as second-class matter April 15, 1925, at the Post Office at New York, under the act of March 3, 1879. (Printed in U. S. A.)

Follow the example of America's Cup Defenders and race to victory with Edward Smith Yacht Bottom Green... the ideal bottom finish for racing craft of all types. Dries hard and smooth as polished glass...and as beautiful. And it gives the utmost protection possible from barnacles and fouling. Always ask for Edward Smith Paints and Varnishes..the honor-blended marine finishes preferred since 1827. Also makers of deck buff, aquatite spar, spar coating, smoke stack black. Send for literature and color cards.

When you consider beauty of finish, ease of application, coverage per gallon, and life of service, nothing costs so little in the long run as the best! This is why Edward Smith Paints and Varnishes have enjoyed the endorsement of America's foremost naval architects, boat builders and owners for over a hundred years!

EDWARD SMITH & COMPANY

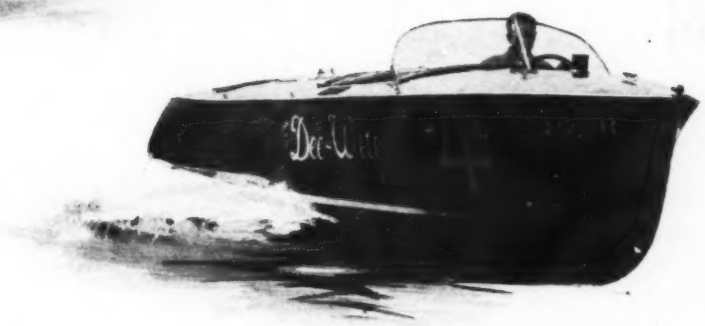
LONG ISLAND CITY, N. Y.

Makers of Marine Paints and Varnishes since 1827

Advertising index will be found on 3rd last page

Both Albany-New York winners used DUPLEX MARINE ENGINE OIL

J. E. Wilkinson, winner of the Outboard Class



Jack Prosser in his Dee-Wite, defeating 14 competitors

The stirring history of 1929 is repeating in 1930. Those who are out to win use Duplex, from Gar Wood down to the outboards. *Duplex means perfect lubrication.* Winners know it. That is why they use it.

IN the opening race of the 1930 season — the famous Albany-New York contest for outboards (and this year inboards also) — the winners used Duplex Marine Engine Oil. First of the outboard drivers to finish was J. E. Wilkinson, averaging 39 m. p. h. *His Johnson Sea-Horse was lubricated with Duplex Outboard Special.*

Jack Prosser, driving a sparkling new Dee-Wite runabout, led all competitors, defeating a big field. *His Gray engine was lubricated with Duplex Grade S.* Lubrication of the winning engines was perfect in every respect.

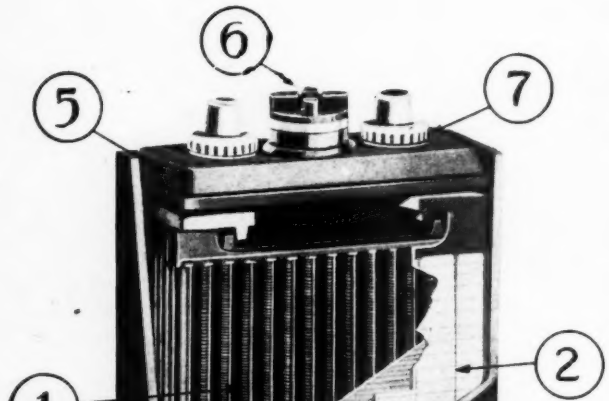
ENTERPRISE OIL COMPANY, INC.
Established 1884 **Buffalo, New York**

WHOLESALE DISTRICT DISTRIBUTORS IN
Baltimore Boston Chicago Cleveland Detroit Houston Miami New Orleans New York Palm Beach Philadelphia St. Louis
Pacific Coast Distributors: **Portland, *Beebe & Co.*; San Diego, *R. V. Morris & Co.*; San Francisco, *B. H. Hebgen Co.*; Seattle, *Sunde & d'Evers Co.*; Vancouver, *Hoffars, Ltd.*; Wilmington (Calif.), *Ets—Hokin & Galvan***

DEALERS WHEREVER BOATS FLOAT

Like fish in a net . . . .

That's the way active material is held in Exide-Ironclad Batteries



Cell of Exide-Ironclad Battery cut away to show construction

WHEN the catch is hauled in, the fish struggle in vain to escape from the net, but the water drains away easily. That's very similar to the way the famous Exide-Ironclad Battery operates.

In the Exide-Ironclad the positive plate is composed of finely slotted rubber tubes. These slots are so small that the liquid in the cell can easily reach the active material, but the active material cannot readily escape. Consequently, the Exide-Ironclad Battery has an immense reserve for tough, gruelling work and for an unusually long life.

Seven points of construction that make Exide-Ironclads the outstanding batteries for marine service are—

1. ***The Slotted Tube Construction*** of the Exide-Ironclad positive plate greatly prolongs the life of this sturdy battery.
2. ***The Exide Negative Plate,*** carefully constructed to match the *durability* of the positive plate.
3. ***The Non-breakable Jar,*** of hard rubber—a natural insulator, in which the battery elements are assembled.
4. ***The High Ribs*** in the bottom of the jar provide ample sediment space so that *internal cleaning is unnecessary.*
5. ***Sealed Cell Cover*** of hard rubber prevents any sloppage of electrolyte which might result from the pitching and rolling of the ship.
6. ***A Specially Designed Vent Plug*** prevents the escape of electrolyte spray. This enables the battery to be close to other mechanical apparatus.
7. ***Grease Ring Seal Nuts*** hold the battery elements securely in place and prevent creepage of electrolyte, keeping tops of cells clean and dry.

THE EXIDE MARINE FLOATING BATTERY SYSTEM

EXIDE-IRONCLADS are operated in a manner new to the fishing industry . . . they can be floated in one series across the main bus with suitable generator adjustment. This enables the battery to function *automatically and instantly* in case of emergency . . . generator failure. The battery also absorbs peak loads on the generator, thus avoiding, to a large extent, fluctuating lights. The generators automatically charge the battery whenever they are in operation. Thus Exides are ready at all times to meet your vessel's every electrical need; to give perfect service steadily, reliably and economically.

Exide
IRONCLAD
BATTERIES

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia

THE WORLD'S LARGEST MANUFACTURERS OF STORAGE BATTERIES FOR EVERY PURPOSE

Exide Batteries of Canada, Limited, Toronto

Advertising index will be found on 3rd last page

SPEED STAMINA SAFETY

PENNZOIL delivers all three in rugged marine fashion—the kind of lubrication that will keep your outboard or inboard motor in tip-top shape. No sputtering in the midst of a fishing jaunt—no dying or stalling miles from shore.

With Pennzoil you can rest assured that its rich protective film is doing a major job of real lubrication—penetrating to every working part, to every vital point of wear.

Pennzoil is refined from 100% Pennsylvania crude and nothing else. Exacting refining methods give it the fighting and staying qualities for motor boat lubrication.

Good dealers everywhere have Pennzoil in grades suitable for every type of motor.

Try it now. Use it to safeguard against a laid-up engine or a costly repair job. Speed, stamina and safety—yes, all three—plus peace of mind to you.

The Pennzoil Co. *Executive Offices and Refinery: Oil City, Pa. Division Offices: New York, Chicago, Los Angeles.*

"GUARANTEED" BY THE PENNZOIL COMPANY
100% Pure Pennsylvania Oil of Supreme Quality

PERMIT NO. 2—PENNSYLVANIA GRADE CRUDE OIL ASS'N

PENNZOIL

HIGHEST QUALITY PENNSYLVANIA OIL

Forty-two Feet of Yachting Luxury

THE ELCO FORTY-TWO FOOT CRUISER

DESIGNED for the man who seeks yacht-like roominess and comfort in a compact, easily handled boat, the Elco Forty-Two Foot Cruiser is one of the most brilliant models of the 1930 Elco Fleet. . . . The deck-house is completely enclosed, offering absolute protection on wet or windy days. In fine weather, owners and guests can stroll completely around the boat from the deck-house—a miniature promenade. . . . The fully appointed staterooms are fitted with permanent berths that yield the utmost sleeping comfort. There is ample closet, locker and shelf space, and each of the two staterooms is equipped with a lavatory. . . . There are accommodations for an owner's party of six, and while the boat can easily be handled by the owner, quarters are provided for a paid hand, should one be desired. . . . The seaman-like design of this boat is further evidenced by the sturdiness of its construction. Four water-tight bulkheads add safety and rigidity, and reduce vibration to the minimum. . . . The Elco Forty-two Foot Cruiser belongs in the company of the most distinguished yachts afloat.

VISIT PORT ELCO OR WRITE FOR COMPLETE INFORMATION

You are invited to visit Port Elco, 247 Park Avenue (at 46th Street), New York, where the entire Elco Fleet is now on display. Or, address Dept. MBG, Port Elco, for full particulars and descriptive literature. (Plant and Marine Basin, at Bayonne, N. J.)

Elco CRUISERS

ELCO CRUISERS ARE ALSO DISPLAYED, SOLD AND SERVICED BY:

Port Elco of Boston, 126 State Street, Boston, Mass.

WASHINGTON MOTOR BOAT SALES AGENCY
1344 Connecticut Ave., Washington, D. C.

LUDINGTON AIRCRAFT, INC.
Atlantic Building, Philadelphia, Pa.

YACHT AND MOTOR SALES CORP.
Wilmington, California

EASTERN MARINE & YACHT CO.
354 Howard Ave., Bridgeport, Conn.

ROY M. BREWSTER
Bay Shore, Long Island, N. Y.

W. J. H. DYER
East Greenwich, Rhode Island

FRANK D. HOMAN
Amityville, Long Island

Advertising index will be found on 3rd last page

Built for Cruising Sportsmen

THE ELCO THIRTY FOOT VEEDETTE

EVERY feature, every line, every fine quality of the Elco 30-foot Veedette, marks it as the sportsman's boat of the 1930 Elco Fleet. . . . The Veedette was designed for speed. Accordingly it has a V-bottom construction, yet seaworthiness and ruggedness are not sacrificed for speed alone. The forward cockpit, accessible from both deck and cabin, and the unusually roomy after-cockpit, give the Veedette the best qualities of a runabout, but so sturdy is its hull that it can maintain top speed in weather that would force a runabout to seek shelter. . . . The forward part of the main cockpit is completely enclosed for full protection in wet weather. . . . In providing ample space for fishing and deck activities, the comforts of the cabin are not sacrificed. Four can dine and sleep here in perfect comfort. The berths are full length. There is six-foot head room. A completely fitted lavatory, and a galley fully equipped with ice-box, stove, sink, drain-board, locker with shelves, dish racks, and cutlery drawer, adjoin. . . . For the man who wants a boat that will take him *anywhere* in any sort of weather and take him *fast,* the Veedette is ideal. It is the only boat on the market combining all its features at its size and price.

THE ELCO FLEET

Twenty-seven Foot Marinette	$3,475
Thirty Foot Veedette	5,750
Thirty-five Foot Cruisette	7,750
Thirty-eight Foot Cruiser	11,850
Forty-two Foot Cruiser	17,500
Fifty Foot Motor Yacht	26,500

(Afloat, Bayonne, N. J.)

(Elco operates a liberal financing plan for those wishing to purchase cruisers out of income.)

Elco CRUISERS

THE HOLLEY DOWNDRAFT CARBURETOR was designed for Marine Engines, developed on Marine Engines, and is sold exclusively to Marine Engine Manufacturers. It is *not* merely an automobile engine carburetor shifted to marine engines.

Used by Chrysler, Gray, Kermath, Lathrop, Lycoming, Scripps, Chris-Craft, and Speedway

HOLLEY CARBURETOR COMPANY

DETROIT, MICHIGAN

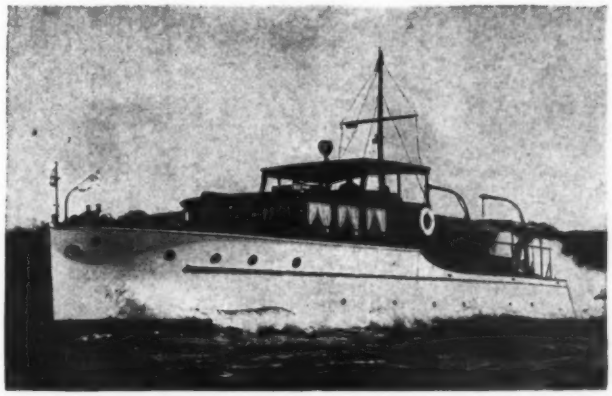
Advertising index will be found on 3rd last page

FLEETWING

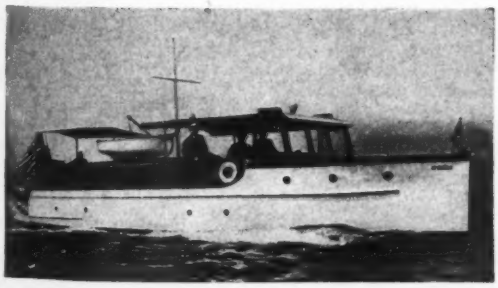
Five 1930 Models

for IMMEDIATE DELIVERY

THE Fleetwing fifty-five foot twin-screw motor yacht typifies the latest in cruising comforts. Three staterooms individually decorated. Three toilets and bath. Hot and cold water. Separate crew's quarters. Fleetwing - Peerless, Buda or optional engines.



Fast and superb for all-weather commuting and off-shore cruising, the streamlined Fleetwing Fifty is the safest craft you can buy. Three separate fire prevention systems and five water-tight compartments are among the many safety features. Forced ventilation changes the air every $3\frac{1}{2}$ minutes. Accommodations of the most advanced type for eight, and crew of two. Two 175 H. P. Fleetwing-Peerless engines give a cruising speed of 20 miles per hour.



The popular Fleetwing Forty bridge deck double cabin cruiser sleeping seven is the outstanding craft of its size in quality, design, performance and value. Powered with 115 H. P. six-cylinder Buda. Price $10,875.

OTHER FLEETWING MODELS

Thirty-two Foot Cabin Runabout
Twenty-eight Foot Fleetwing Junior
Eleven Foot Mahogany Tenders

Speeds according to power plants selected.

FLEETWING YACHT & SHIPBUILDING CORP.

153rd STREET and HUDSON RIVER Telephone: Billings 7445 NEW YORK CITY

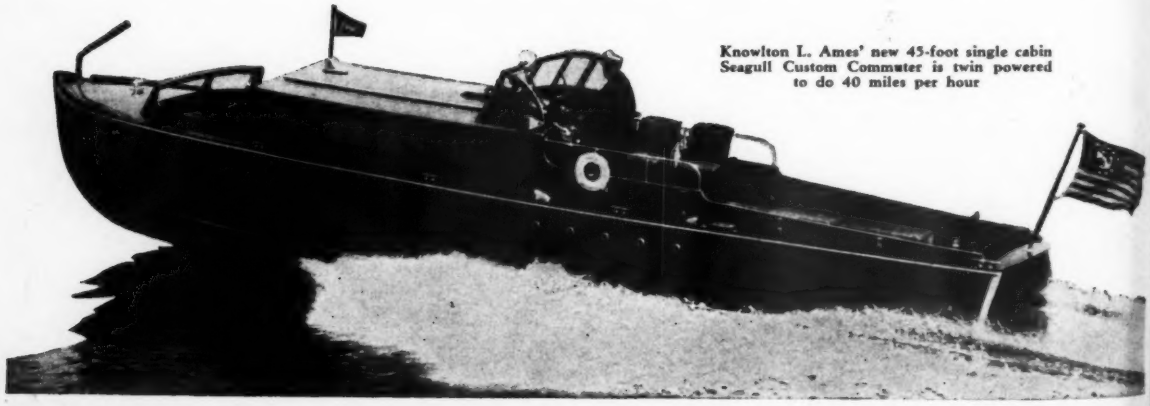
OPEN SATURDAY AFTERNOON AND SUNDAY

You are cordially invited to visit our showroom—via Broadway Subway to 157th Street, then across foot bridge at 155th Street; via auto W. 158th Street under viaduct, then to 153rd Street along the bulkhead.

HERE'S SPEED
COUPLED WITH SAFETY - - -
And Rare Cruising Comforts

The increasing number of Robinson Seagull Cruisers and Commuters at yachting's smartest rendezvous is inescapable evidence of their acceptance by men and women who supply the social and financial background of the nation. Custom built to standardized design, Robinson Cruisers and Commuters provide a singular motive for such discriminating acceptance by their exceptional characteristics of speed, coupled with safety and rare cruising comforts. Never built to a price, the shrewd buyer can none-the-less appraise their outward beauty and renowned performance by the standards of value which his own experience evokes. Three tried and tested models are available: The smart 39-foot Seagull Sedan Cruiser, with speeds from 32 to 45 miles per hour . . . the 40-foot Seagull Speed Cruiser, either single or twin screw, powered for speeds from 28 to 38 miles per hour . . . the Seagull Custom Commuter, in single or double cabin design, with twin screw engines to provide a 40-mile top speed. Prices and full details on request.

ROBINSON Seagull CRUISERS



Knowlton L. Ames' new 45-foot single cabin Seagull Custom Commuter is twin powered to do 40 miles per hour

ROBINSON MARINE CONSTRUCTION CO. - - BENTON HARBOR, MICHIGAN

Advertising index will be found on 3rd last page

Down to the Sea in Ships

Thus men have always gone for commerce—for conquest, for adventure. Once in the man-powered galley, or behind the straining sail, now in the powered boat.

In our day comes the need of instruments in a pleasant panel to show to the ship's master the effective or failing power of his engine. Knowledge by accurate instruments is additional power and Consolidated Instruments by their accuracy and reliability show the true action of the motor-drive.

OUTBOARD TACHOMETER

Easily readable large dial with heavy plate cover glass and polished water-proof case. Special mounting plate for attachment to dash—permits easy adjustment to proper reading angle and removal of tachometer when not in use. Special right-angle type ball bearing motor attachment. Exclusive feature—six ft. braided bronze flexible tubing with special process music wire cable.

CONSOLIDATED INSTRUMENT CO.

of AMERICA, INC.

Baltimore St. and Central Ave. - Baltimore, Md.

Divisions

Julien P. Friez and Sons, Inc., Baltimore, Md.	Molded Insulation Co. Mt. Vernon, N. Y.	Aircraft Control Corp. Philadelphia, Pa.

FACTORY BRANCH, WICHITA, KANSAS - Sales, Service and Repairs, 221 S. Lawrence St.

Get the Most Out of Your Boat

Eliminate guesswork and uncertainty. A Pioneer Compass will keep you on your course. Pioneer Compasses are remarkably steady and return to meridian in 30 seconds after the most severe manoeuver.

Know your water speed and the distance traveled. A Pioneer Tachometer will tell you, and will help to avoid engine breakdown as well. Pioneer Tachometers indicate how the engine is operating. In twin screw boats, they make it easy to synchronize the engines, eliminate rudder drag and increase speed.

Avoid the uncomfortable discovery that your fuel is gone. The Pioneer Fuel Level Gauge reminds you to fill when you are near a fuel station.

Always have a liberal supply of water. It is essential and you can't always get it when you need it. Let a Pioneer Water Level Gauge help you to remember.

Keep informed on the weather. Install a Pioneer Barometer. It gives ample warning of approaching storms.

Group your instruments so that they are easy to read, and let your instrument board be designed to harmonize with the fittings of your boat. Pioneer Instrument Boards are made in standard patterns or in special designs and colors.

Save time, trouble, and errors in astronomical navigation. Use Pioneer Navigation Watches. They are enclosed in a convenient walnut case that allows only one to be read at a time. The Longine movement is accurate to the second.

Always be sure of your bearings — with a Brandis Octant or Sextant. The Brandis Octant is equipt with the Willson Bubble Telescope that permits observations when the horizon is obscure. Sextants are available in various sizes from the Navigation Model with a 7½" limb radius to the Power Boat Sextant.

Pioneer Marine Instruments help to make life on the water a pleasure. Your dealer can supply you.

PIONEER INSTRUMENT COMPANY

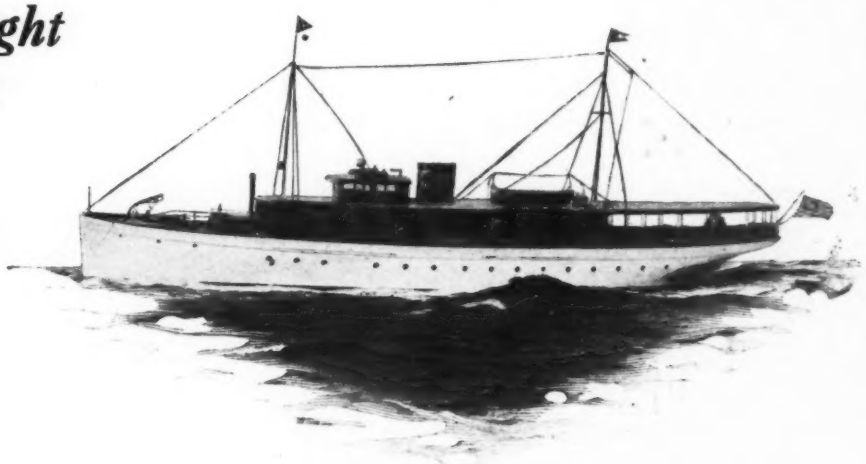
INCORPORATED · · · DIVISION OF BENDIX AVIATION CORPORATION

754 LEXINGTON AVENUE · · · BROOKLYN NEW YORK

309 DEARBORN BLDG., DEARBORN ✱ BENDIX BUILDING, LOS ANGELES ✱ 15 SPEAR ST., SAN FRANCISCO ✱ 420 W. DOUGLAS ST., WICHITA ✱ 5034 W. 63rd ST., CHICAGO
327 SUSSEX ST., OTTAWA ✱ STERNPLATZ 13 JOHANNISTHAL-BERLIN ✱ GENERAL EUROPEAN REPRESENTATIVE, M. CALDERARA, 11 BIS RUE MONTAIGNE, PARIS

Advertising index will be found on 3rd last page

Lightweight Compact Marine Engines



Donald Parson's new yacht *Spindrift*. Length overall, 102', 1½". Designed and built by Luders Marine Construction Company. Power, two six-cylinder, lightweight, airless injection Winton-Diesels, total 300 h. p.

LIGHTER, more compact marine Diesel engines—Winton anticipated the trend. Today Winton-Diesels represent the peak of progress in this direction. The majority of newer and finer Diesel-powered yachts and houseboats are powered with lightweight, high-speed Winton-Diesel Engines—convincing proof of real leadership. Because of their greatly reduced weight and size, these engines are ideal for many applications served heretofore only by gasoline equipment. Built in a wide range of sizes. Details upon request.

THE WINTON ENGINE COMPANY
CLEVELAND, OHIO, U. S. A.

WINTON

Nothing *Finer* Can Be Said of Any Motor Boat Than, It is -

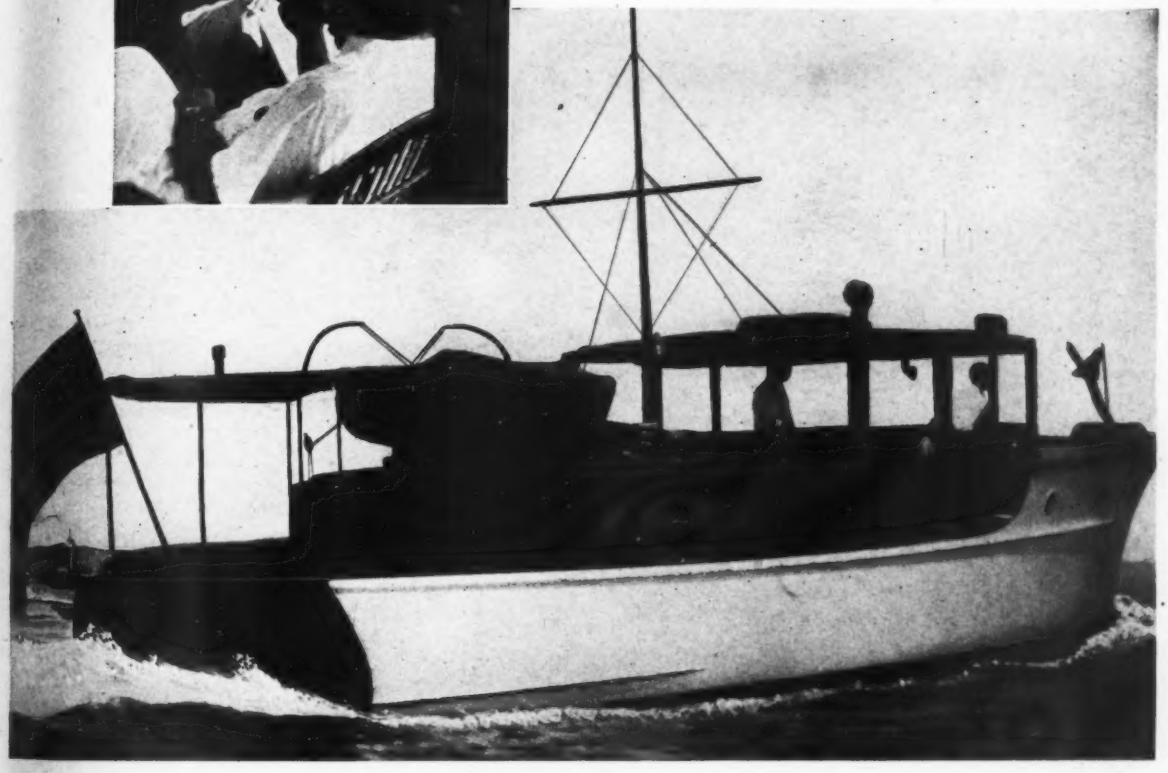
LYCOMING MOTORS

LYCOMING MANUFACTURING CO.
WILLIAMSPORT, PENNSYLVANIA

It is significant that Dodge Boats are exclusively powered by Lycoming Marine Engines

Advertising index will be found on 3rd last page

Where acquaintances become Friends...



AWAY from dust and dirt of crowded highways . . . . away from the paths of commerce where protective barriers of assumed reserve are erected . . . . men relax and find the human strain in each other . . . .

A Dawn Cruiser makes an ideal meeting-place.

She possesses a beauty of line that no true yachtsman can fail to admire. The interior is luxurious and its arrangement is well thought out. Owner's stateroom, guests' cabin and crew quarters are all well equipped, spacious and each has its own toilet facilities. The galley is a real kitchen. The bridge deck and cockpit just invite loafing.

You may invite a prospective guest with the assurance of pleasant companionship . . . . for he who does not respond to the charm of life aboard a Dawn Cruiser has a lack in his makeup.

DAWN BOAT CORPORATION, CLASON POINT, NEW YORK CITY - Tel. Westchester 7000 - Established 1906

DAWN

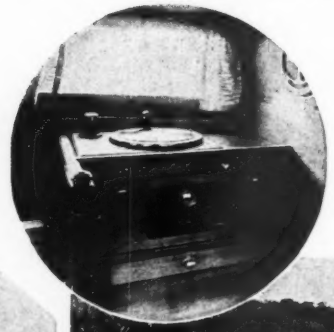
TWIN-SCREW CRUISERS

Dawn 45-footer . . . Powered by twin-Lathrops, each 70 HP. . . . Speed 14 M. P. H. . . . $16,900 afloat at Clason Point
Dawn 48-footer Express . . Powered by twin Sterling Petrels, each 150 HP. . . (5¼"x6") . . Speed 20 M.P.H. . . $23,800 afloat at Clason Point

Crosley Radio is Standard Equipment in Fine Craft

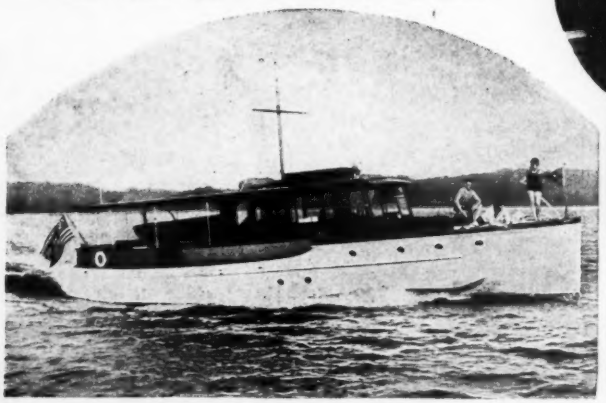
AT LEFT: This illustration shows a Crosley Screen Grid Battery Receiver with Power Speaker as standard equipment in the new CHRIS-CRAFT YACHT, Model 123, the finest CHRIS-CRAFT ever launched and the flagship of that famous fleet, shown under way above.

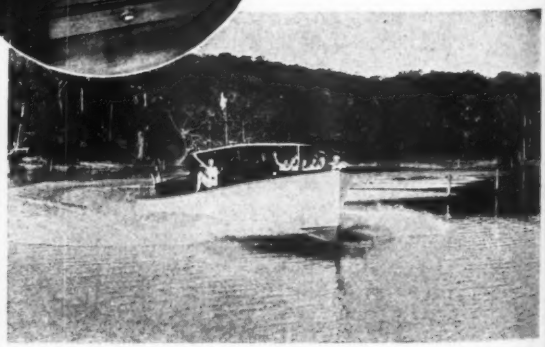
WHILE the installation of Crosley Screen Grid Battery Radio in water craft is not as costly as other similar installations, it is a notable fact that you'll find Crosley Radio in the finest craft afloat. In the adoption of Crosley Radio by boat builders as standard equipment, quality of performance alone has been the deciding factor. At the last New York show there were eighteen boat builders of national reputation who displayed models equipped with Crosley Radio, either as standard equipment or as an added accessory. It can be installed in your present boat or specified to be built into any craft you may purchase. It is fully shielded from all motor noises and is free from outside electrical disturbances. Your Crosley dealer can supply you with full information.



IN CIRCLE: Interior of the FAIRFORM FLYER built by Huckins Yacht Corporation of Florida showing installation of Crosley Screen Grid Battery Receiver with Power Speaker and phonograph. This equipment is standard in this fine craft, illustrated under way below.

BELOW: The ELCO «38» under way. This craft is from the Elco yards at Bayonne, N. J., and has installed in it a Crosley Screen Grid Battery Receiver with Power Speaker as standard equipment.





THE CROSLEY RADIO CORPORATION POWEL CROSLEY, JR., *President* **CINCINNATI, OHIO**

Home of WLW - - *"the Nation's Station"*

You're *THERE* with a Crosley

CROSLEY RADIO

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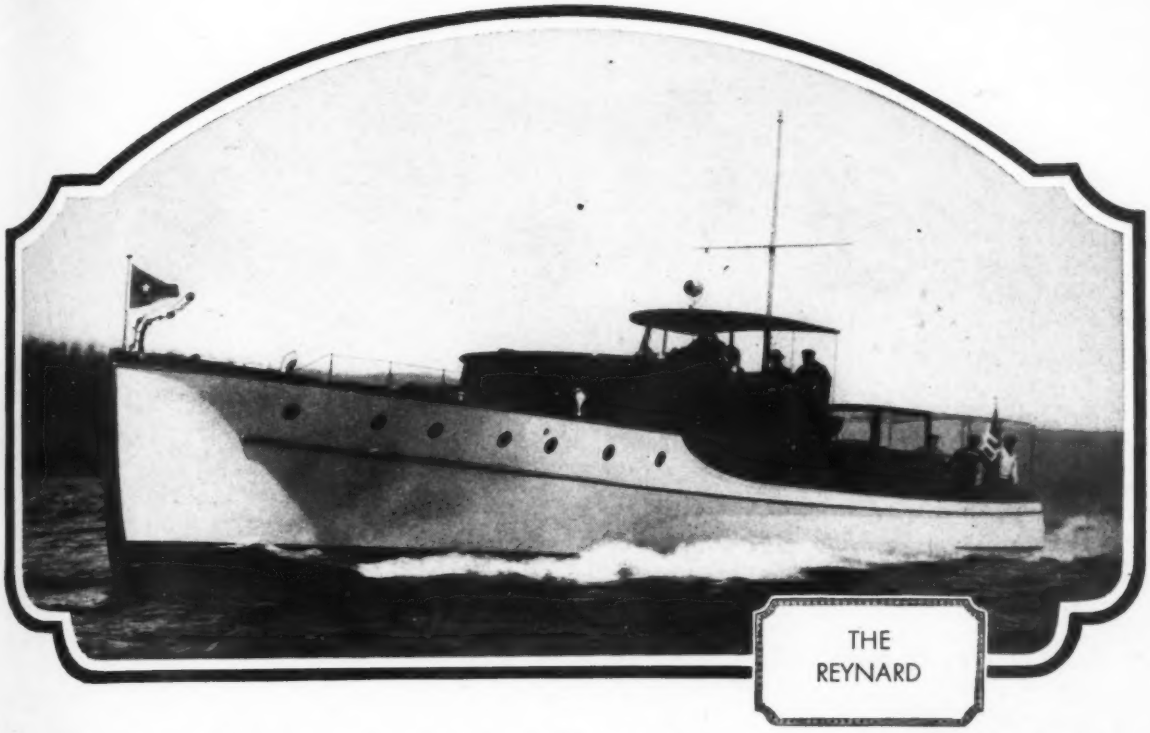


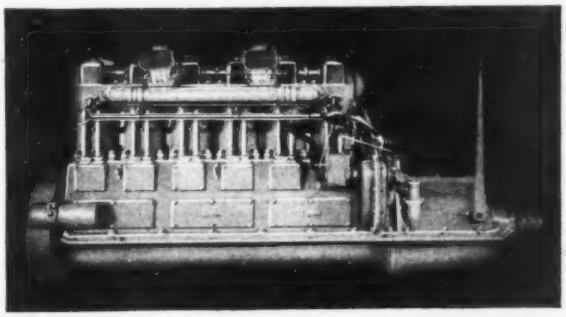
THE REYNARD

THOUSANDS OF SPEEDWAY boats and ENGINES are in yachting service... in government use and in the trade

SINCE 1904, when Consolidated began making gasoline engines, each successive model has shown improvement... a constant striving toward perfection. This spirit is exemplified by the rapid and remarkable development of SPEEDWAY ENGINES... gasoline and Diesel. Today they represent the highest attainment in engine development... masterpieces in metal, supplying dependable power indefinitely...economically. Characterized by light weight, speed, simplicity and accessability.

All Consolidated-built boats are custom made

Building only to order, Consolidated craftsmanship finds expression in creating to individual taste and preference. More than 3,000 yachts of varying size and character have been built by us for this country's leading yachtsmen in the past forty-five years. Today our facilities are larger and our output finer than ever. If you have a yacht in mind let us work out your ideas along original lines.



300 H. P. SPEEDWAY ENGINE

CONSOLIDATED SHIPBUILDING CORPORATION

MORRIS HEIGHTS NEW YORK

PERFORMANCE

You'll find Hackercraft on display at Fifth Ave. and 15th St., New York City; Motor Boat Mart, Navy Pier, Chicago; 7433 East Jefferson Ave., Detroit; 102 New Montgomery St., San Francisco

By All Odds America's Fastest Speed Boats

THE distinguished grace, the beauty of line, smoothness of contour and the lithe, keen speeds of Hackercraft are features that cannot be disguised. But tear a Hackercraft to pieces literally or figuratively! What do you find? The most impressive array of specifications ever used on any stock runabout! To begin with, genuine Honduras mahogany is used throughout and reinforced by white oak keel, stem chines and framing. Genuine leather accounts for the beautifully groomed appearance of its cockpits. A superior number of main frames and intermediates close set to reinforce the hull above and below the chine are used. Double planked, diagonally laid ¾-inch bottoms, copper riveted to intermediates and small frames and screw fastened besides to insure the utmost ruggedness. Hackercraft also have collision bulkheads. Despite these and many other impressive advantages and additions to their design Hackercraft are by all odds the fastest boats of their kind afloat — the safest to drive — the keenest to own. Of course we'll send our catalog. Or see these boats on display.

HACKER BOAT COMPANY
530 River Drive Mt. Clemens, Mich.

HACKERCRAFT

AMERICA'S FASTEST SPEED BOATS

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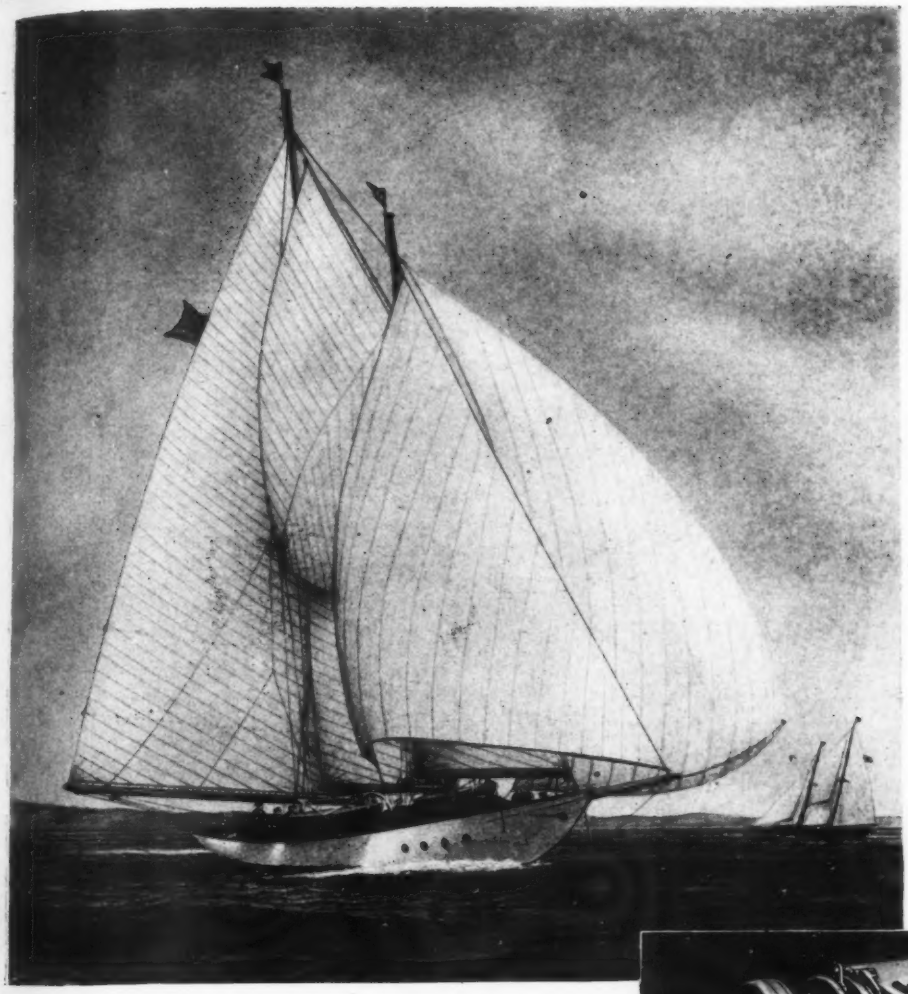
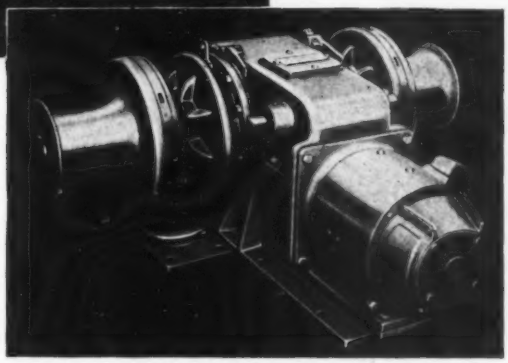


The ANTONIA
Owner:
Mr. Frank Feeney
Designer:
Thomas D. Bowes
Builder:
Saulisbury Ship-building Co., Inc.

From stem to stern + +
A-E-CO equipped

On the Antonia, you find not only the electric windlass which is illustrated here, but also A-E-CO electric boat and sail hoists, A-E-CO sail winches, A-E-CO electric steerer and A-E-CO chain stoppers.

Style plus power . . . beauty of line and finish plus reliability and convenience . . . these qualities are yours when you equip with A-E-CO Auxiliaries. No wonder that particular yachtsmen demand them or that designers specify these thoroughbred machines on their finest work.



A-E-CO ELECTRIC WINDLASS, TYPE T

+

Send for Catalogue of A-E-CO Yacht Auxiliaries

AMERICAN ENGINEERING

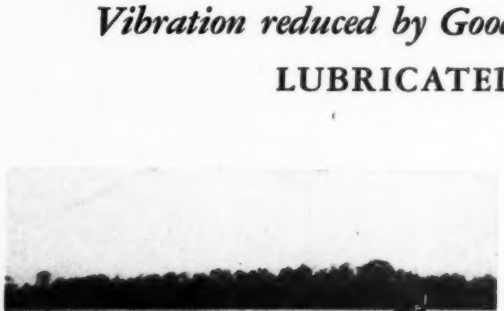
AMERICAN ENGINEERING COMPANY, 2419 ARAMINGO AVENUE, PHILADELPHIA

"PROVED THEIR SUPERIORITY," *writes Dart Boats, Inc., in announcing their decision to equip all models, smallest as well as largest, with Goodrich bearings. Photo shows the 22½-foot (red) Dart, making 37 miles per hour. Goodrich bearings were used last year on this and on larger models. Chrysler Imperial motor. Monel Metal shafts.*

SMOOTHER OPERATION A FEATURE OF THESE 1930 BOATS

Vibration reduced by Goodrich Soft Rubber Bearings

LUBRICATED *with* WATER



The smallest Dart model—18½-foot runabout, which is now being equipped with Goodrich bearings. Chrysler 6-cyl. Crown motor for 32 miles per hour. Monel Metal shafts.

"We believe it to be particularly significant," writes Webb C. Hayes II, President of Dart Boats, Inc., "that following actual tests made by our Engineering Department, in which all known varieties of strut bearings were considered, Goodrich Cutless Bearings, in conjunction with Monel Metal shafting, have proved their superiority to our complete satisfaction."

Prominent builders adopt these bearings for SMALLEST as well as LARGEST models!

HERE is news of interest to every boat buyer. Owners of 1930 boats, built by the manufacturers listed below, will be free from the trouble and expense of mid-season bearing renewal.

Even more important to many owners, these new boats will be remarkably *free from vibration* —the vibration which begins soon after a bearing is installed and becomes constantly more noticeable, more and more annoying—until, at last, the bearing is replaced again.

The list below covers standardized-boat builders who use Goodrich bearings as standard equip-

Advertising index will be found on 3rd last page

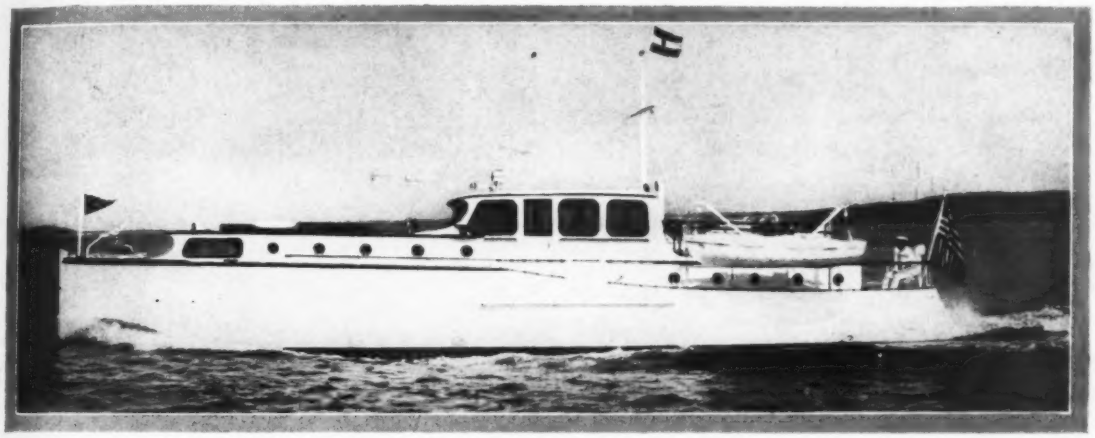
ment. Many use them exclusively. Dart and Dodge are the latest to adopt them for *every* model, *smallest* as well as *largest*.

Outwear every other type

Test after test proves that Goodrich bearings outwear all others. Soft rubber is a definite answer to a basic problem which marine engineers have faced for years.

Just as the modern Silvertown tire runs for thousands of miles while steel chains are ground to pieces in a few hundred, this rubber bearing resists wear and protects the shaft from wear. Just as a tire, even with its sharp tread, slides on a wet street-car track—this bearing, lubricated with water, lets the shaft spin smoothly and freely.

Sand and grit do not lodge in it as they do in a hard bearing; every sharp, hard particle is depressed into the rubber, rolled into the adjacent groove and washed away. Vibration from scored shafts and worn bearings is eliminated.



Many naval architects specify Goodrich bearings on all boats they design. Photo shows the 60-ft. Diesel cruiser "Alone," designed by William Atkin, Huntington, N. Y. Built by Chute & Bixby for Mr. Harrison H. Boyce of New York City. Mr. Atkin writes, "You may be interested to know that this is the first time I have specified a Cutless rubber bearing in any of my boats, but the thing has given such excellent service that in the future I shall always specify bearings of this type."

These standardized boat-builders use Goodrich Bearings as standard equipment

The Aeolian Company, Neponset, Mass.
The American Car & Foundry Co., New York City.
Banfield Sea Skiff Works, New York City.
Corsair Boat Co., Detroit, Mich.
Dachel-Carter Boat Co., Inc., Benton Harbor, Mich.
Dart Boats, Inc., Toledo, O.
Dawn Boat Corporation, New York City.
Horace E. Dodge Boat Works, Detroit, Mich.
Dunphy Boat Mfg. Co., Eau Claire, Wis.
Dyer Motorcraft Corp., East Greenwich, R. I.
The Elco Works, Bayonne, N. J.
Fleetwing Yacht & Shipbuilding Corp., New York City.
Gray Boats, Thomaston, Me.
Hacker Boat Co., Mt. Clemens, Mich.
Huckins Yacht Corp., Jacksonville, Fla.
Frederic P. Humphreys, Inc., New York City.
Hubert S. Johnson, Bayhead, N. J.
Lake Union Dry Dock Co., Seattle, Wash.
Luders Marine Construction Co., Stamford, Conn.
Geo. Lawley & Sons Corp., Boston, Mass.
A. G. Liggett & Son Co., Wyandotte, Mich.
Long Island Shipyard, Inc., Port Jefferson, L. I., N. Y.
Marine Construction Co., Wilmington, Del.
New York Yacht, Launch & Engine Co., New York City.
Robinson Marine Construction Co., Benton Harbor, Mich.
Sea Sled Corp., New York City.
Toppan Boat & Engine Co., Medford, Mass.
Vineyard Shipbldg. Co., Milford, Del.
Wheeler Shipyard, Brooklyn, N. Y.
Whitney Woodcraft Corp., East Hartford, Conn.

THE B. F. GOODRICH RUBBER CO. (EST. 1870), AKRON, OHIO

Goodrich *Cutless* Bearings

Another B. F. Goodrich Product

MODERN...in STYLE, SPEED and SPIRIT!

BE modern! Take to the water! Enjoy the thrills of a sporty speedboat of your own—a Sea Lyon, the boat you will eventually prefer.

Sea Lyon is as smartly designed, as soundly built as your newest car...a finer, faster boat at lower delivered cost in the East, because it is built right in New York.

We shall be happy to have you get behind the wheel of a Sea Lyon on a trial spin... and drive as fast and as far as you want. Immediate deliveries.

Write or phone and trial run will be arranged, without obligation. Let us, too, send you "Our Vanity Book" and 1930 Sea Lyon catalog.

Six models—$2675 to $6500

HOWARD W. LYON, INC.

HOTEL BARCLAY · 532 LEXINGTON AVE., at 48th ST., WICKERSHAM 6432-3 · NEW YORK

Advertising index will be found on 3rd last page

M. Rosenfeld

A new Hacker 38-foot sedan runabout used as a commuter by Nicholas M. Schenk, equipped with 2-200 h.p. Sterling Petrels

JUNE, 1930

Vol. XLV, No. 6

MOTOR BOATING

FIFTY-SEVENTH STREET
AT EIGHTH AVENUE
NEW YORK, N. Y.

Edited by

CHARLES F. CHAPMAN

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SAILORS' KNACK

MY Sea Lady nosed the dock contentedly, bumping gently the catboat alongside and dancing with an easy motion as I stood pumping her out after a three day storm. Old Cap'n Tom, the Club man of all work, once a New Jersey oysterman, sat coatless in the inevitable black pants and suspenders, collarless, a battered straw hat over his lazy eyes, watching the summer folks put off for their afternoon sail. A lady arrived, a pretty lady all white, costumed perfectly for what the French call *le sport*.

I stopped pumping to watch her; pictorially, she was well worth watching. Cap'n Tom took the pipe out of his mouth, the better to stare—a great tribute, that. Tom and I gazed, fascinated, while the lady walked down the dock with her escort. The escort dropped into his yacht tender and moved to the stern for the bailing can.

"Wait a minute, Clara," he said, his back to the lady. "I'll give you a hand."

Not Clara. Not she. No helping hand for her! In a second she had assumed, to her agonized surprise, the traditional comic pose—one foot on the dock, one foot in the rowboat, and was rapidly achieving what is known in the dancing profession as a perfect split.

She fell in, she was fished out. Tom shook his head; he did not smile. He leaned over and spat into the yellow pebbles. Back went the pipe into Cap'n Tom's mouth, its evil blackened stem settling comfortably in the well worn groove.

"She ain't got the knack," he said.

* * *

Tom and I talked it over, that afternoon, and Tom expounded, as the professors would say, his thesis. Tom called it *sailors' knack*—this something the lady so palpably lacked.

"Some has it," he said; "some hain't." (This was south Jersey).

And the essence of it, this sailors' knack, is the ability to fit yourself into a strange boat—yacht, canoe, fishing dory, and make yourself useful. Or if you can't be useful, to keep out of the way. Keeping out of the way in a small boat with a rough sea, a head wind, is no easy matter. It requires, not so much skill or nimbleness of movement, not young muscles or the agility of the acrobat (I can imagine a tent-wise acrobat getting terribly in the way on my twelve foot outboard motor tender) —but a rare, peculiar slant of character. A sea-wise disposition, let us call it.

Of course, this sea-wise disposition will be found oftenest in the experienced yachtsman; if the question stopped

there, it would not be worth pursuing. But there are people, inlanders, who at the age of forty can step for the first time from a wobbly deck into a wobbly rowboat and sit down without exclamation, without that sharp intake of the breath (or giggle, if it's a woman) I have seen them do it; balancing my oars on my knees, leaning over to scoop out rain water with a can, I have glanced up and seen them do it and my heart has warmed with a renewed faith in the human race.

It has nothing to do with intelligence, this quality called sailors' knack. Nor with talent, nor with charm. I took a musician out sailing last summer,—he was not a tenor, he was not fat; he was a fiddler, the kind that fills the symphony halls. Intelligence was there and genius, also a surprising flair for practical affairs. We blew out the channel with the breeze behind us; we danced down the Bay with the sail at three quarters; when at last we turned for the homeward trek I pointed as close to the wind as I could.

My companion looked at me curiously.

"Thought we were going home," he said.

"We are," I replied placidly. The sheet rope trembled in my hand, the bow nosed into the westerly puffs and a great contentment filled me.

"But isn't that the yacht club over that way?" My passenger persisted. He pointed across the marshes where beyond the red barrel the yacht club flagstaff rose to a hard blue sky.

"Yes," I said. *"Hard a lee"*—and went off on the other tack.

There was a scrambling, readjusting of feet, clothes, knees, cushions. My passenger turned his head the other way and gazed again at the yacht club. Was it distress in his voice, or annoyance?

"Then if that's home," he said, "and we're going home, why don't we *go home?*"

It's a true story—you've all had it happen, and yet, doesn't it startle you, that question, when it pops out? How a grown man, forty years old and all the rest of it, can expect to sail right into the wind—well—!

Of course, this one was a musician and a genius. You have to concede something to musicians, and geniuses; but now how about this next one?

This one was a female, and good looking at that. Very goodlooking, blonde and tall and southern, the kind any man would (presumably) like to rescue from any situation (presumably). She's a friend of mine, let her go by the name of Dixie. There were three of us that day in my Sea Lady. It was a trip to be remembered. Somehow after the Other One and I were settled in the rowboat, I was foolhardy enough to ask Dixie to cast off, and somehow in less time than it takes to tell, Dixie, with the painter in the water, had two hands on the dock and two feet in the boat, and was screaming shamelessly for help—merely another version of the time honored split incident. At that moment I was putting a film in the camera. The boat leaped and bucked. Dixie was on top of me, all over me, the camera was in the water and the Other One was rocking with helpless laughter. Dixie picked herself up and felt herself all over. Through a ruined stocking one knee bled pitifully. She looked at me, a slight defiance in her violet eye.

"Well," she said, "what did you expect? Ah'm a southern girl. All ah ever did was sit on the front porch an' rock."

I never saw anybody more agile on land and less agile on deck. On the ballroom floor she danced like a dream, this Dixie, and yet aboard the Sea Lady she was forever falling on something, or something was falling on her. We had a beautiful sail that day; all the way to the Inlet and back, a long sail, an easy sail, a southeasterly, seabreezy, sun-warmed July sail that brought us home to the sunset tinted waters of the Yacht Club basin happy, a little sleepy, very hungry for our suppers. "Hurry up now, girls, I said. "Get the sail down and help me furl. Just give it a yank there, Dixie, one of the rings is stuck."

I turned my head for a moment, stooping to the cockpit for a stop. There was a sound of sliding rings on mast, crumpling canvas,—evidently, Dixie had yanked. But there was another sound, a loud crack as of wood on wood, and Dixie sank to the deck with a moan, her hands to her golden head. How she managed to get her head under the falling gaff I don't know, neither did she, but she took home a bump like an Easter egg.

(*Continued on page* 86)

SERVICE *That goes with a* FAIRFORM FLYER

THE FASTEST SEAGOING CRUISER

45 FEET OF YACHT PERFECTION

ACME OF COMFORT AND SAFETY REASONABLE IN PRICE AND UPKEEP

A COMPLETE YACHT

We furnish every conceivable item of equipment—of the highest grade—in the best taste.

IN PERFECT RUNNING ORDER

Every FAIRFORM FLYER is launched, driven 200 miles, thoroughly tested, perfectly adjusted before she leaves our Yacht Basin.

COMPETENTLY MANNED

Competent crew, to suit owner's needs, carefully selected for their ability, courtesy, integrity, thoroughly trained in their duties, is a part of our unusually complete service.

DELIVERED AT ANY POINT IN THE WORLD

To your door, dock or Yacht Club, ready for you to step aboard and leave on an extended cruise.

KEPT RUNNING

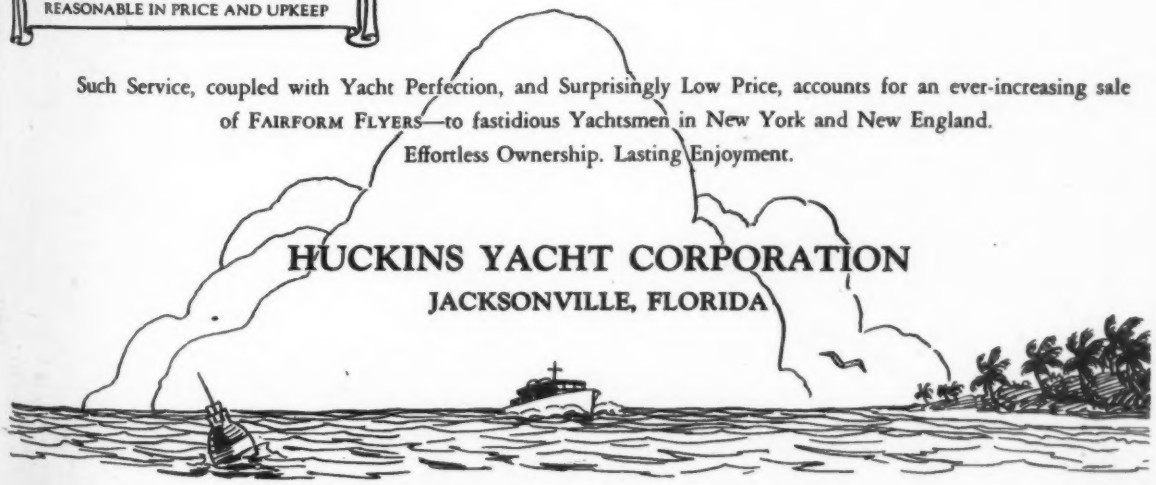
Since FAIRFORM FLYER owners are our only salesmen, we look upon each boat as our Demonstrator, keep an highly skilled mechanic based in New York during the Yachting Season, available to our growing Fleet in the East, render every possible service—can refer to every owner.

Such Service, coupled with Yacht Perfection, and Surprisingly Low Price, accounts for an ever-increasing sale of FAIRFORM FLYERS—to fastidious Yachtsmen in New York and New England.

Effortless Ownership. Lasting Enjoyment.

HUCKINS YACHT CORPORATION

JACKSONVILLE, FLORIDA



NAUTICAL AUTOPSIES

TO the sea-minded the autopsy is indispensable. Why did that halyard break at exactly the wrong moment? Why did a landfall miles away appear well to starboard instead of dead ahead? Why did the last race go to an inferior boat? Why this? Why that? Why the thousand things which occur every season? And around the corpse of a lost race, a broken halyard, a landfall never made, gather the seekers for knowledge who bit by bit honestly dissect, examine, study and eventually learn. Woe betide that sailor who smugly asserts an accident is an accident and stops there. Accidents are never unavoidable, and a careful analysis will prove that point to a nicety.

Three years ago a ⅞-inch galvanized rigging screw parted at an extremely awkward moment, and had it not been for a small block and tackle quickly applied a lost stick would have been the price. For years we had used rigging screws, the long heavy turnbuckle type, and we had cared for them assiduously with graphite, grease, tape and paint, yet on examination we found that rust had eaten away the threads until they finally gave to a sudden strain. For a week we puzzled. We opened every wrapping and found exactly the same condition in the other three. Yet each was waterproofed. Eventually we decided that something was wrong in the design, so another type was tried. A bar of ⅞-inch mild steel was threaded for 10 inches on either end and then bent into a U, a heavy cross piece was fitted and nuts 1½ inches thick were cut. The whole was heavily galvanized. These have never been dressed up in graphite, tape or paint, and today after two years heavy work supporting a solid 9 inch fifty foot pole mast they are as good as new. Accident, autopsy, improvement! Far from the ultimate, perhaps, but so far as we are concerned equal to any emergency we have met to date, certainly simplicity itself, and about one-fourth as expensive.

And while repairing that broken stay the sea was slopping around the decks most unpleasantly. Why on earth chain plates should end at the edge of the deck had never obtruded itself until that very moment, but down on my knees in cold sea water, groping around for an elusive eye, was enough to make me think—the next boat would be different, and it was. The chain plates extended five feet above the gunwale which meant one could stand and make repairs without being drenched by every passing wave. Possibly not exactly according to the century old custom but for the purpose far superior in every way. That particular autopsy was simple and productive.

The outcome of still another inquest was the substitution of rope sockets for splices on wire stays. On unserving a number of conventional wire splices we eyed the invading rust with suspicion. A wire company supplied half a dozen very neat sockets, two pounds of babbit, and loaned me a good man who replaced those spliced eyes in about an hour with neat end sockets so firm and strong that I have forgotten they are in use. So far as I am concerned I have forgotten what little I ever knew of wire splicing; the sockets are in every way superior.

After a blustery day's run through troubled seas we came to rest in a little cove, thankful for food and shelter. We sent the boy to pump the forward bilge and were startled when he let out a real whoop—the water was almost to the floor boards! For some days we had noticed we were taking more water than usual, but this was too much, so while the kid pumped we searched. At last the toilet received critical attention and there, around the inlet, were two little welling streams. It was quickly disconnected and with a rush out came the entire inlet fitting and we were looking through a hole into the green water below us. A big cork and some smaller plugs soon stopped the inflow and half an hour's pumping emptied the boat. The inquest that followed was long—in fact for six months or more I have been running down the why and wherefore of that accident which had potentially serious possibilities. The search has led me into strange places, into the shipyard, into the foundry, to rows and rows of books, and finally to establishing a small laboratory of my own.

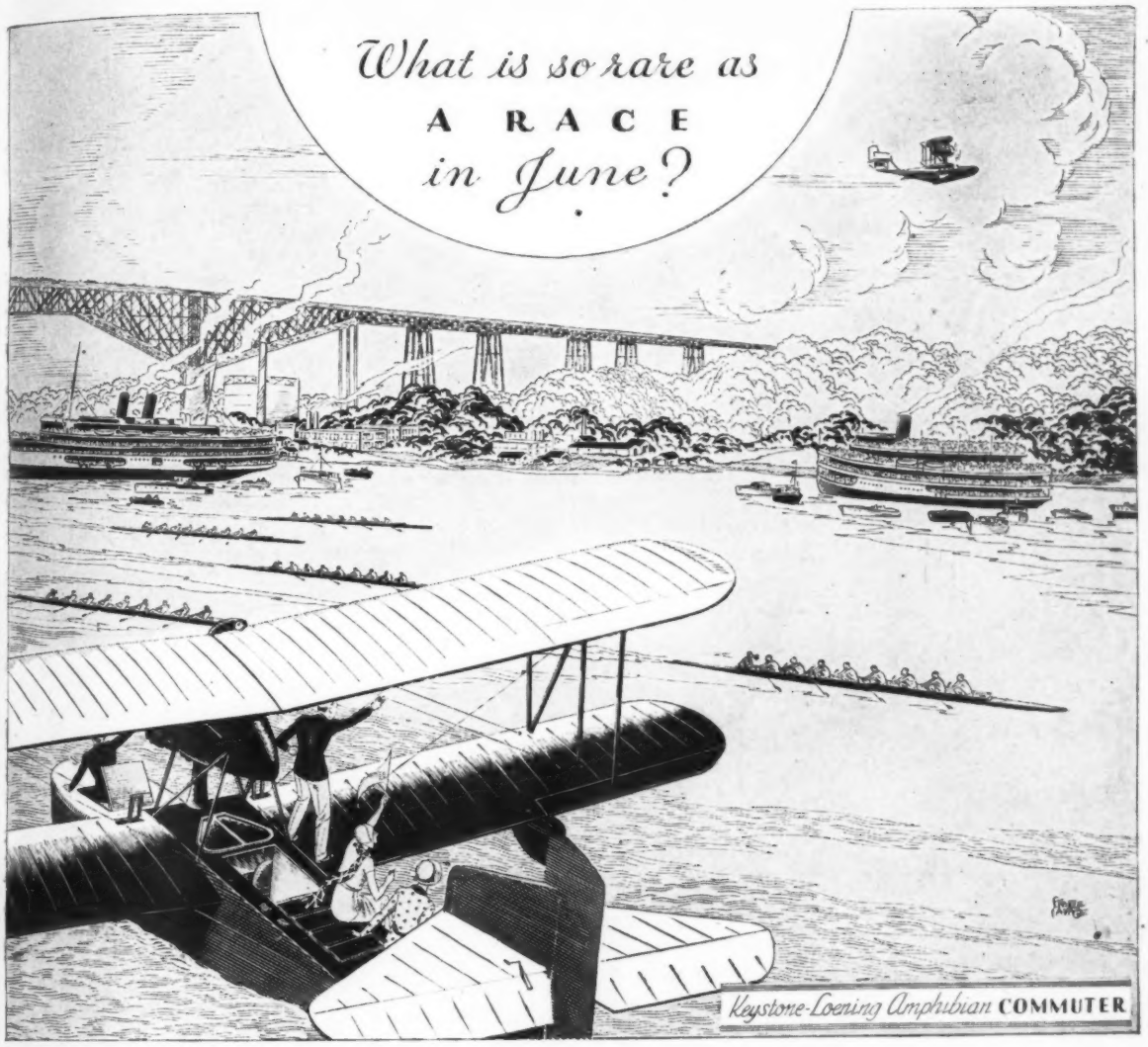
The offending outlet, the usual bronze nipple and plate, was spongy and soft, the outer portion was gone and the four bronze bolts which held the plate in place were corroded to points, and the installation was less than eighteen months old. Why such rapid deterioration, purely a chemical process, was beyond us. More careful examination was productive. From the shutoff valve to the toilet intake was a line of common galvanized iron pipe. In our makeshift laboratory we hung a bit of bronze and a bit of zinc in a jar of sea water and connected them to a sensitive string galvanometer which promptly deflected; an electrical current was created and though very weak was sufficient to cause ultimate corrosion of the bit of bronze. Here was the answer. New inlets were installed with copper lines to the toilet and they are intact after another year.

Very little has been written on the problem of electrolysis in small boats. That sea water is a good electrolyte is evident, and copper or bronze are highly electrolytic metals when opposite zinc, iron or steel. The processes of corrosion or electrolysis are markedly hastened when the surrounding water is slightly warmed, which accounts for the rapid deterioration during summer months. The whole question needs considerable study. Boat builders and yachtsmen would welcome the results of a careful research of the matter. Roughly, it is bad practice to approximate any metal except lead with either bronze or copper.

The longer one sails small boats the more he comes to ignore nautical tradition, especially the traditions to which boat builders cling. Some years ago a main-stay parted. Fortunately the sea was smooth, so I carried aloft the anchor chain, made it fast around the mast with a shackle and then sawed it off at the proper link. I liked the job so well that eventually I replaced the four mainstays with 3-16-inch chain. Granted, it certainly didn't look like the traditional wire rope rigging, but it was simplicity itself to install, it never stretched and was easily cared for. Later I replaced the bronze mainsail halyard with chain which ran over a specially designed wheel at the top of the mast and down to a small windlass. It has taken all worry away, the mainsail can be hoisted or lowered by an infant, and it saves a lot of rope hanging around on the pin rail. I am coming to admire chain so much that I carry nearly a hundred fathoms of 3-16-inch on board. It stows easily, never kinks, and its uses are legion.

Many years ago my brother and I were becalmed on the Chesapeake Bay for nearly twenty-four hours without water. The experience left me with a deep horror of suddenly losing the supply aboard. After considerable figuring I constructed a simple automatic still from which it is possible in actual operation to obtain nine gallons of good water for each gallon of kerosene. Thirty feet of ¼-inch copper tubing was coiled inside a 3-inch brass shell, the outlet led through the bottom, and the inlet through a copper plate at the top. The shell acts as a cooling unit

(*Continued on page 82*)



THE BANKS are lined with cheering crowds. The river's gay with boats. Down the lanes dart the racing eights in their four mile spurt for fame.

Some will see it from a chugging train. Some from the decks of yachts. But many keen sportsmen will see it all—race, crowd and glorious setting—from a cool vantage point of their own.

Anchored along the course, in their Commuters, they will save hours of tiresome travel to New London or Poughkeepsie. In this sport amphibian they will be free to alight at will on land or water, to flit among the yachts or anchor along the sidelines. And when the great race is won and dusk falls upon the river, they will rise once more into the sunshine, Manhattan bound for revelry.

You who have rowed in racing shells will thrill as you skim the water in this winged boat. You will admire the trim lines of its metal hull, the smart appointments of this cabin built for four. You will appreciate, too, the sturdy construction of this shipshape craft by the foremost designer of amphibians—Grover Loening.

Listen to the perfect rhythm of the 300 H. P. Wright Whirlwind motor as she speeds you through the air at 90 miles an hour. Raise the beat and she spurts to 105. Here is power and endurance—and the reserve that wins.

Want to captain a Commuter at the June regattas? Just say the word and we'll take you for a trial spin with an able coach and a skillful cox. Phone, wire or write for appointment to Dept. C- 53.

Sales Division
CURTISS-WRIGHT CORPORATION
27 West 57th Street ~ ~ New York

CALENDAR OF COMING EVENTS

June 10—Ocean Sailing Race, San Francisco to Tahiti. H. B. Warren, 610 American Bank Building, Los Angeles, Cal.

June 15—Camp Slocum, Kickamuit River, R. I.—E. V. Howe, 663 Thames St., Newport, R. I.

June 15—Milwaukee to Chicago Marathon, National Outboard Association, 87 miles. Div. I & II, Classes B., C., D., & E.—National Outboard Association, Chicago, Ill.

June 20—Seattle Wash. to Prince Rupert, B. C., Long Distance Cruise Race, 570 nautical miles. W. W. Meacham, Seattle Yacht Club, Seattle, Wash.

June 20-22—United States Power Squadrons, Rendezvous, Thames River, New London, Conn.

June 22—Fall River Yacht Club, Tiverton, R. I.—E. V. Howe, 663 Thames St., Newport, R. I.

June 22—Ocean Race, New London to Bermuda, 660 nautical miles. Schooner yachts only, 35 to 72 L. O. A. Cruising Club of America and Royal Bermuda Yacht Club. H. L. Stone, 205 East 42nd St., New York City.

June 29—Around Manhattan race, Classes C, E, & F. Cash prizes for Division III, Pulitzer Trophy and others for Division II. W. E. Willis, 85 Chambers St., New York, N. Y.

July 2-3-4—21st Annual Ocean Race Under the Auspices of Yachtsmen's Club—Dr. Eugene Swayne, 5617 Girard Ave., Philadelphia, Pa.

July 4—Ocean Sailing Race Los Angeles to Honolulu, H. B. Warren, 610 American Bank Building, Los Angeles, Cal.

July 4—Westerly Boat Club, Westerly, R. I.—E. V. Howe, 663 Thames St., Newport, R. I

July 4-5-6—United States Power Squadrons. Rendezvous, Lloyd's Harbor, L. I.

July 7-19—Observation Races for the several contenders for the defense of the America's Cup.

July 12—Block Island Race for Cruisers, 100 N. Miles. New York Athletic Club—F. W. Horenburger, 959 Eighth Ave., New York, N. Y.

July 12—Canajahorie, N. Y.—Mohawk Valley Towns Association Regatta—Harold W. Cole, c/o The Journal, Scotia, N. Y.

July 13—Lake Winneconnet, Taunton, Mass.—E. V. Howe, 663 Thames St., Newport, R. I.

July 13—Interlake Yachting Association Regatta at Put-in-Bay, Ohio.

July 18-19—Portland, Me., Regatta—A. L. Anderson, Camden Yacht Club, Camden, Me.

July 19-20—Loon Lake, Wash. R. G. Reimers, Holley Mason Hardware Co., So. 157 Howard St., Spokane, Wash.

July 22—Augusta, Me., Regatta—A. L. Anderson, Camden Yacht Club, Camden, Me.

July 25-26—Camden, Me., Regatta—A. L. Anderson, Camden Yacht Club, Camden, Me.

July 25-26—Newport, R. I.—Dr. H. P. Beck, Newport, R. I.

July 28-29—Outboard and Speedboat Races, New Berford, Mass. (First race for Col. E. H. R. Round Hills Trophy.)

July 31-Aug. 2—Bay City, Mich. Eastern Michigan Water Carnival, Outboard regatta

Aug. 1—Tenth Annual Bayside-Block Island Auxiliary Handicap—Harry V. Spurr, 45 East 17th Street, N. Y. City.

August 1-3—Buffalo, N. Y. Regatta. A. C. Glasser, Sec'y, 122 Pearl St., Buffalo, N. Y.

August 2-3—Stone Harbor, N. J.—Dr. Wm. Haines, Medical Arts Buildings, 16th & Walnut Sts., Philadephia, Pa.

August 7-9—Miles River Yacht Club, Miles River, Md. George Krill, St. Michaels, Md.

August 10—Camp Slocum, Kickamuit River, R. I.—E. V. Howe, 663 Thames St., Newport, R. I.

Aug. 12-13-14—New Bedford Yacht Club Race, Week for sailing craft. Geo. H. Sistan, 474 Park St., New Bedford, Mass.

Aug. 15—Boothbay Harbor, Mains. M. C. Welles, 8 Arlington St., Boston, Mass.

August 16-17—Gold Cup Regatta, Red Bank, N. J.—T. S. Field, 254 Fourth Ave., New York, N. Y.

August 20-30—Official Trial Races to select the defender of the America's Cup against the challenge of Sir Thomas Lipton.

August 24—Lake Winneconnet, Taunton, Mass.—E. V. Howe, 663 Thames St., Newport, R. I.

Aug. 24—Annual Ocean Race, Sheepshead Bay Yacht Club. 45 nautical miles. W. J. Copplestone, Sheepshead Bay Yacht Club, Sheepshead Bay, N. Y.

August 29-September 1—Harmsworth Tophy race, Detroit, Mich.—W. D. Edenburn, General Motors Bldg., Detroit, Mich.

August 30-September 1, United States Power Squadrons. Rendezvous, Hamburg Cove, Connecticut River.

Aug. 31-Sept. 1—Rhode Island Yacht Club, Providence, R. I. E. V. Howe, 663 Thames St., Newport, R. I.

September 5-6—Middletown, Conn. Intersectional Outboard Championship

September 6-7—Cincinnati, Ohio—E. C. McHugh, Times Star Bldg., Cincinnati, Ohio.

September 6-7—Cruising Club of America. Auxiliary cruising race Schuyler Dillon, 131 State St., Boston, Mass.

September 7—Westerly Boat Club, Westerly, R. I.—E. V. Howe, 663 Thames St., Newport, R. I.

Sept. 8-9—Lake Merritt, Oakland, Calif. A. L. Bobrick, 111 Garey St., Los Angeles, Calif.

September 12-13—Presidents Cup Regatta, Washington, D. C.—W. A. Rogers, Washington, D. C.

September 13—Races for the American Cup. American defender and Sir Thomas Lipton's Shamrock V.

RACING IN EUROPE

Union Internationale de Yachting Automobile

June 15—Belgium, Brussels. All classes

June 26-27-28—England, Thames. Duke of York trophy and outboards.

July 7 and 15—France, Herblay. All classes and outboards.

August 3—Sweden, Stockholm. All classes.

September 18-22—Italy, Venice. All classes.

DELAWARE RIVER EVENTS

Delaware River Yachtsmen's League

June 21—Dual Class Regatta, Forest Hills Y. C. and Farragut Sportsmen's Assn., Camden, N. J.

June 28—Dual Class Regatta, Riverside Y. C. and Westville P. B. A. at Riverside, Essington, Pa.

July 4-5—Municipal Regatta, auspices Trenton Yacht Club, trophies by City of Trenton—Outboards, speedboats and cruisers.

July 12—Speedboat Regatta, Delaware River Y. C., Torresdale—John Wanamaker, Jr., trophy races.

July 13—Cruiser and Cabin Boat Championships of Delaware River, Wissinoming Y. C.

July 19—Annual Outboard and Speedboat Regatta of West End B. C., Chester, Pa.

July 26—Outboard and Speedboat Regatta of Keystone Y. C. and Delaware River Outboard Motorboat Assn., at Tacony.

July 27—Special Keystone Y. C. Cruiser and Cabin Boat Regatta, Tacony.

(*Continued on page* 176)

THEN YOU'LL BE READY FOR BACON AND EGGS . . .

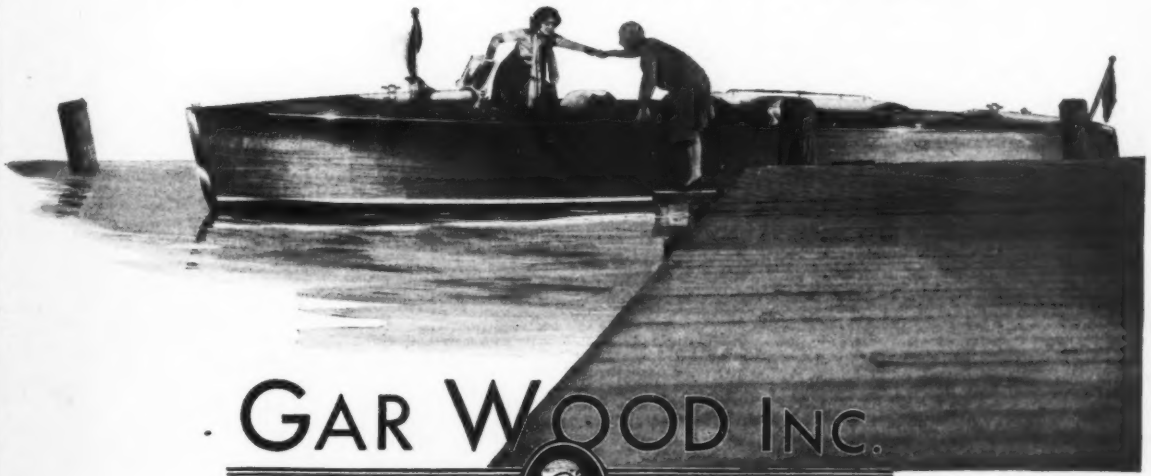
WE'VE heard a lot about the end of the perfect day, but permit us to put in a word for its *beginning*. Give a day a perfect beginning and the perfect ending will usually take care of itself.

Slip out of the house at break of dawn some morning—and down to the water. Then into your boat and away as the slanting light of the new day filters through the rigging and casts long shadows of masts and spars and wharves far into the sleeping waters.

Watch the water front wake-up, the sun come up over the rim of the world. Then back to your own landing as blue smoke curls from galley stove pipes and the mingled scents of fresh coffee, sizzling bacon and spluttering eggs stir your inner self to rapturous anticipations.

Note: This suggestion may be followed to good advantage in a punt, catamaran, raft, or in fact a vessel of any sort. But for the utmost satisfaction a Gar Wood boat, by the craftsmen who build the Miss Americas, is recommended. Distinctive soft riding, ease of control, superb seaworthiness, luxury of finish and equipment and a glowing pride of ownership are just as important at daybreak as when the sun is high or when you drift idly on limpid moonbeams after the dance.

Fourteen New Models—30 to 55 m. p. h.
$2,250 to $12,950



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THE GREATEST NAME IN MOTORBOATING

212 River Road Marysville, Michigan

Showroom and Factory Branch: 1858 Broadway, New York City

International News Reel

ENTERPRISE TRIES HER CANVAS

One of the principal contenders for the distinction of defending The America's Cup against the challenge of Sir Thomas Lipton's Shamrock V, takes its first spin under command of Commodore Vanderbilt who will direct its racing activities

William Crawford of Colgate University, winner of Class B, Division II, with his Ludington boat, and Class C, Division II, with his Penn Yan craft. Both of these boats were powered with Johnson motors

COLGATE WINS COLLEGE REGATTA

First Eastern Inter-Collegiate Regatta Held at Skaneateles, N. Y., Attracts Entries from Twenty Colleges. Three New American Records Established

MOTOR boat racing as a college sport has been considered for the past several years. A number of colleges in the East have had informal races in which there has been spirited competition between outboard craft owned by their students. The interest in this form of amateur sport among the undergraduates grew with each regatta and to such an extent that competition between colleges for championship honors was talked about a year ago. The Colgate Outing Club of Colgate University had been especially active in promoting outboard racing at Colgate and three of its members, E. Prince Dansforth, G. Reynolds Rowe and Livingston B. Reuter conceived the idea last winter that it might be possible to hold an inter-collegiate outboard regatta this spring. Upon taking the matter up with the officials of the American Power Boat Association and the National Outboard Association they received assurances that both of these organizations would co-operate. Thereupon invitations were sent to all the leading colleges in the East as well as to many of the individual outboard drivers attending college to enter in the first inter-collegiate outboard regatta. Lake Skaneateles at Skaneateles, N. Y., located in the heart of New York State was chosen as the location for the first regatta. When it came to a question of dates

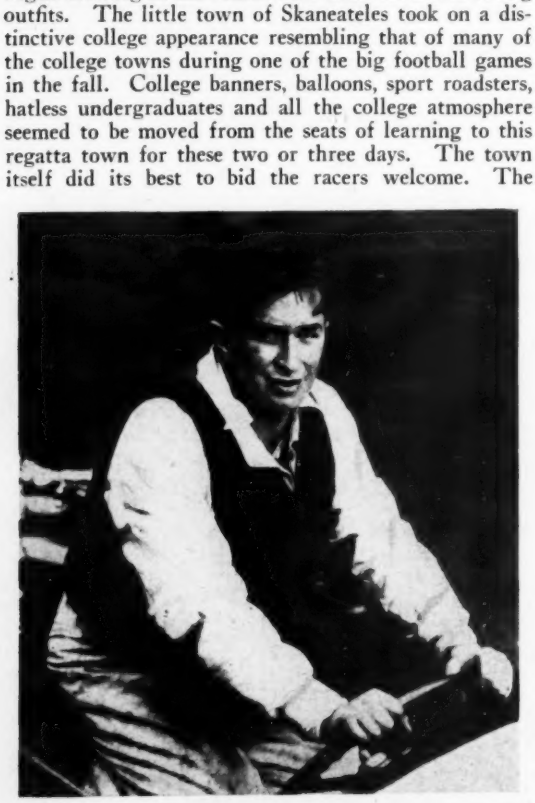
Photographs by M. Rosenfeld

William Crawford, who scored 5,368 points, the highest point score made during the regatta

Deke, owned and driven by Stewart Nunnelly of Syracuse University. This boat established a new Class D, Division II, record of 41.78 m.p.h. The boat was built by Brobeil of Buffalo and was powered with a Johnson motor

it was found possible to hold the regatta only during the middle of May before the examination periods began or near the latter part of June after the colleges had closed for the year. The former time was decided upon as the better. Therefore, the regatta was set for May 16 and 17 at Skaneateles Lake under the auspices of the Colgate Outing Club and sanctioned by the American Power Boat Association.

Several days before the actual days set for the racing, college men from nearly twenty universities in the East began arriving at the course with their boats and racing outfits. The little town of Skaneateles took on a distinctive college appearance resembling that of many of the college towns during one of the big football games in the fall. College banners, balloons, sport roadsters, hatless undergraduates and all the college atmosphere seemed to be moved from the seats of learning to this regatta town for these two or three days. The town itself did its best to bid the racers welcome. The Business Men's Association took personal charge of the welcoming and never in the history of regattas in this country have the arrangements been more complete or more cordial. Everyone who had any connection with the races, including drivers, mechanics, officials, members of the press, parents and friends of the racers were housed and dined in the Ka-Ya-To Inn directly on the lake and race course, without charge. Banquets, dinners, dances, and the like were also provided to make merry for racers and guests.



Stewart Nunnelly of Syracuse University at the wheel of his Brobeil built Buckaroo, winner of Class C, Division I, and Class F, Division I. Mr Nunnelly scored a total of 5,085 points in the regatta

While the number of entries did not come up to expectations due largely to the fact that in several of the colleges the drivers could not get away from classes, yet those drivers that did come were very representative. While many of the boys were driving in their first major regatta yet they all handled their racing craft like experts and the sportmanship and good fellowship were of the highest order.

Brown, Colgate, Cornell, St. John's, Syracuse, Dartmouth, St. Lawrence, Rensselaer, New York University, Hobart, Toledo, Princeton and several other colleges all sent one or more drivers.

The races consisted of Classes B, C, D and F for Division I and the same classes for Division II drivers. Each race consisted of four heats of 5 miles each, twice around a 2½ mile course.

The following regatta rules were made by the Regatta Committee and approved by the National Outboard Racing Commission:

1. All participants must be regularly enrolled students of the institution they are to represent, having been registered as such the first month of the semester or term preceding the semester or term during which the regatta is held.

2. All participants must obtain the signature of that member of the faculty in charge of the institution, stating that ruling number 1 has been complied with to the satisfaction of that institution.

3. No student who has transferred from one institution to another will be eligible to compete until he has completed one semester or term in the institution transferred to.

4. Each student shall be allowed to compete in four Eastern Intercollegiate Outboard Regattas only.

5. The entry list closes on midnight, April 30th. Envelopes including entry blanks dated later than that time and date will not be accepted unless an additional dollar is enclosed.

6. The rules of the races scheduled in the regatta

will be the official rules of the National Outboard Racing Commission, adopted January 1, 1930.

Several of the drivers brought motors and hulls for more than one class. William Crawford of New York, a freshman at Colgate had two hulls and B, C and D motors. Stewart Nunnelly of Detroit, a junior at Syracuse, also had two hulls with B, C and D motors. Both of these men entered every class and heat for which they were eligible.

James Doran of Brown took first place in Class B, Division I, his best heat speed being 30.765 miles per hour. Second place was won by Carl Arlt of Colgate. Both used Johnson motors. Mr. Doran drove a Baby Whale, while Carl Arlt drove an Ashbridge hull.

William Crawford of Colgate in his Johnson powered Ludington hull took first honors in Class B, Division II, his best heat speed being 31.97 miles per hour. Jack Hamel of Dartmouth in a Boyd Martin took second place.

In Class C, Division I, Stewart Nunnelly of Syracuse took first place in four straight heats, his best speed being 37.69 miles per hour. P. Arlt of Colgate was second and G. L. Keuhn of Cornell finished third on total points in Class C, Division I.

In Class C, Division II, William Crawford of Colgate repeated his win in Class B, taking all four heats. His best speed was 36.97 miles per hour.

In Class D, Division I, Stewart Nunnelly of Syracuse established a new American Outboard Record for 5 miles, Division I, of 41.78 miles per hour, breaking the old 1929 record made with a much lighter hull by about three-quarters of a mile. Mr. Nunnelly made his record with a hull weighing 195 pounds, built by Brobeil of Buffalo and powered with Johnson 32 horse power motor. First prize in Class D, Division I, went to S. Fontaine of Hobart, driving his Fay and Bowen hull, Static, as Deke, Mr. Nunnelly's boat failed to finish in the fourth heat after winning a first and two thirds.

Wild Indian, a Boyd-Martin hull driven by J. Hamel of Dartmouth, took first place in Class D, Division II, with William Crawford's Flying Ellen finishing second.

In Class F, Division I, Stewart Nunnelly's Buckaroo again representing Syracuse, took first honors, although this boat, a Brobeil, was powered with a Class C Johnson motor racing against craft with motors of larger piston displacement. The best heat speed was 36.73 miles per hour which is a 5 mile American record for Class F, Division I.

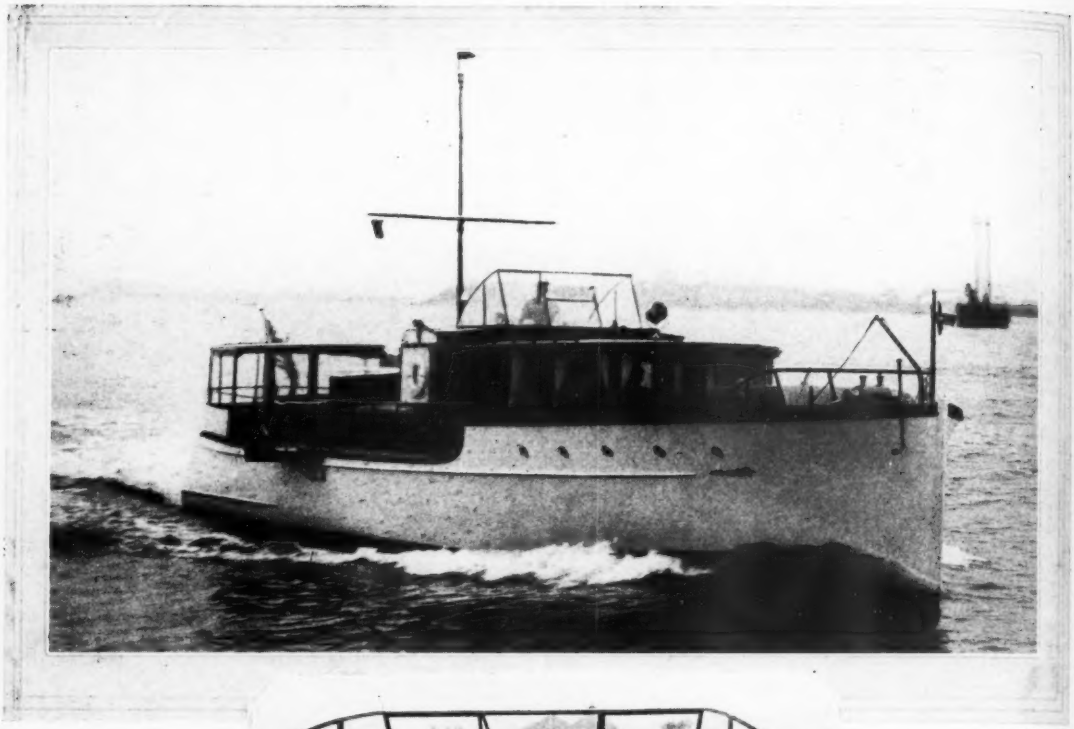
The Race Committee of the Colgate Outing Club of Colgate University who were responsible for creating and the handling of the First Eastern Inter-Collegiate Regatta. Left to right: Prince Danforth, Livingstone B. Reuter, G. R. Rowe

Wild Indian, driven by Jack Hamel, finished first in Class F, Division II. However, the best heat speed was made by William Crawford's Penn Yan which completed the third heat at a speed of 41.37 miles per hour, a new American Outboard 5 mile record for Class F, Division II.

During the regatta a permanent organization was formed known as the Eastern Inter-Collegiate Outboard Association. G. R. Roe of Colgate was elected Commodore and each of the drivers who participated in this regatta were made charter members. It is planned to make an effort to form outboard clubs in the various colleges in the east and develop a much wider interest in the Inter-Collegiate Regatta next year.

(*Continued on page* 172)

Jack Hamel of Dartmouth, in his Wild Indian, a Boyd Martin boat, winner of Class D, Division II, Class F, Division II; second in Class B, Division II, and third in Class C, Division II



M. Rosenfeld

Seyon, designed by Eldridge - M c Innis for H. K. Noyes of Boston is 75 feet long

The bridge or control station is marvelously protected by a glass wind shield of the deflector type

EXPRESS SPEED WITH CRUISER COMFORT

Seyon, a Fast 75 Footer for Harry K. Noyes Has the Advantages of Both Types

YACHTS have always been divided into two general classes. In one class were the craft designed primarily for speed and in the other those with more generous and comfortable accommodations which, while necessitating greater beam and slower speed, made them better suited for long distance or off-shore cruising.

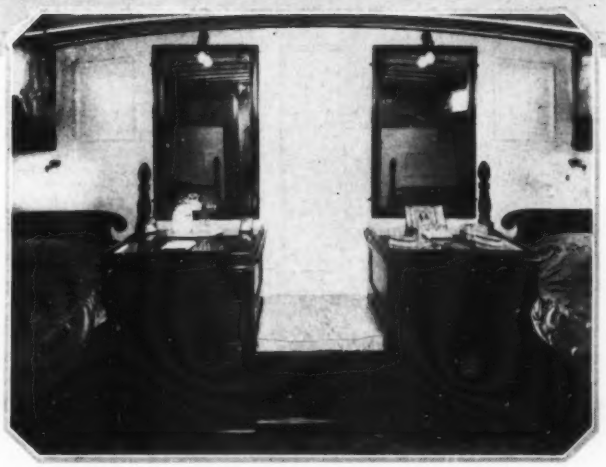
But present day demands require that a fine yacht must embody both of these characteristics and that the speed must be reasonably near that of the express commuter.

Seyon, one of Eldredge-McInnis' latest designs for Harry K. Noyes of Boston, is an excellent example of just how this can be done in a yacht of very moderate size. Seyon is a twin screw craft of 75 feet length overall, a beam of 17 feet and a draft of 4 feet and ten inches. The hull is a very finely modeled type which is popular today for high speed yachts and has as its major characteristics a sharp flare forward, a tumble-home aft and a suggestion of streamlining.

The layout consists of a deck house forward, a trunk cabin 'midships and a sheltered deck space in the stern. There is also a small cockpit in the bows affording an excellent vantage point for seeing the world when one is skimming along at the rapid rate of 24 miles an hour.

The navigating bridge, if you can call it one, is the same as is usually found on commuters. All the con-

A depressed deck house just forward of the bridge serves as a lounge and dining saloon



Seyon's equipment is as modern as will be found on any yachts of this size

Staterooms for the owner are aft. Two are arranged with baths and wonderful built in furniture

trols are centered within easy reach of the helmsman including a little wheel gadget for spinning the searchlight around. The sunken deck house forward encloses a combination lounge room and dining saloon. This is equipped with all the comforts and conveniences commonly found on fine yachts of moderate size. Below decks just abaft this deck house are the owner's quarters consisting of two double staterooms and two baths. These apartments are treated in a manner different from the usual in boats of this size. The berths are built-in four posters and the panel work has been eliminated in favor of five-ply bulkheads which are moulded and delicately tinted.

Seyon's engine room is amidships. Her power plant consists of two six cylinder 350 h.p. Winton gasoline motors. As a matter of fact these gasoline engines have become so largely used in fast craft of Seyon's type that we might almost expect Wintons. This particular pair gives Seyon a maximum speed of 20.84 knots or 24 miles per hour.

The capacity of the gasoline tanks is 816 gallons, sufficient for a considerable cruising radius. Water capacity is 400 gallons. The auxiliary machinery in the engine room includes a Winton air compressor, Paul fresh water pump, American Machine and Foundry salt water pumps and a 2½ k.w. Universal generating set. Also a Frigidaire ice machine, CO^2 fire protection, AECO electric windlass and other electrical apparatus.

In the engine room are two 350 h. p. Winton gasoline engines and all other necessary auxiliary electrical machinery

Tee Pee, the Fairform 45 which covered 1152 miles in six days, four hours and nine minutes

Virgil Moore

CONSISTENT RECORD BREAKERS

Casual Runs From Florida to New York Set Up and Break Speed and Economy Records for Standard Marine Engined Cruisers

TWO recent runs of over one thousand miles offer striking evidence of the reliability, seaworthiness and capacity for sustained speed of the modern fast cruiser.

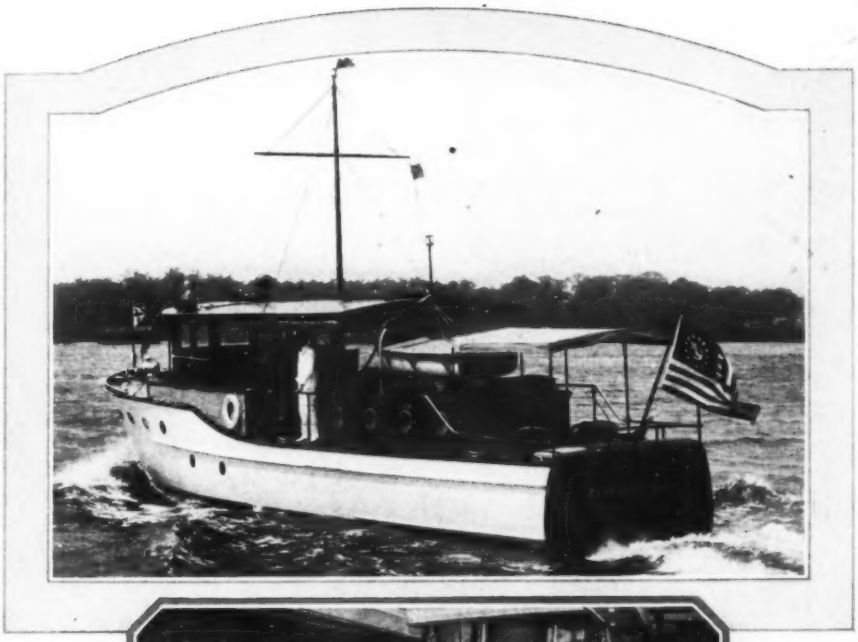
On April 10, the 45 Fairform Flyer Tee Pee owned by Ralph A. Parker and Charles B. Tebbetts of New York, pulled out of the Florida Yacht Basin at Jacksonville, at 2:10 P. M. bound for New York, in command of the owners' Captain, Edward D. Hamilton.

Tee Pee had just completed a fifteen hundred mile winter cruise to the Bahama Islands, no service work had been done on the pair of Kermath 225 motors at all, the captain left with no intention of breaking any record, and with the avowed intention of running only by daylight and not turning the motors at over half throttle.

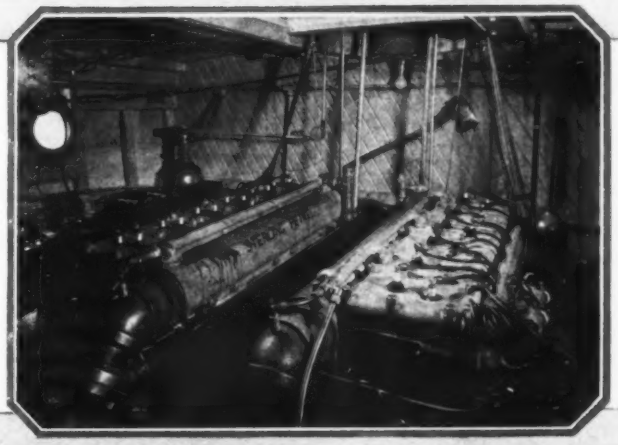
He held to the latter of these two resolutions. At no time were the motors run at over 1550 r.p.m. against a wide open speed of 2100 *(Continued on page 80)*

Maxim, a Fairform 56 which made a similar journey, cutting the time to five days, 21 hours and 35 minutes

DRAWYAH, STERLING POWERED

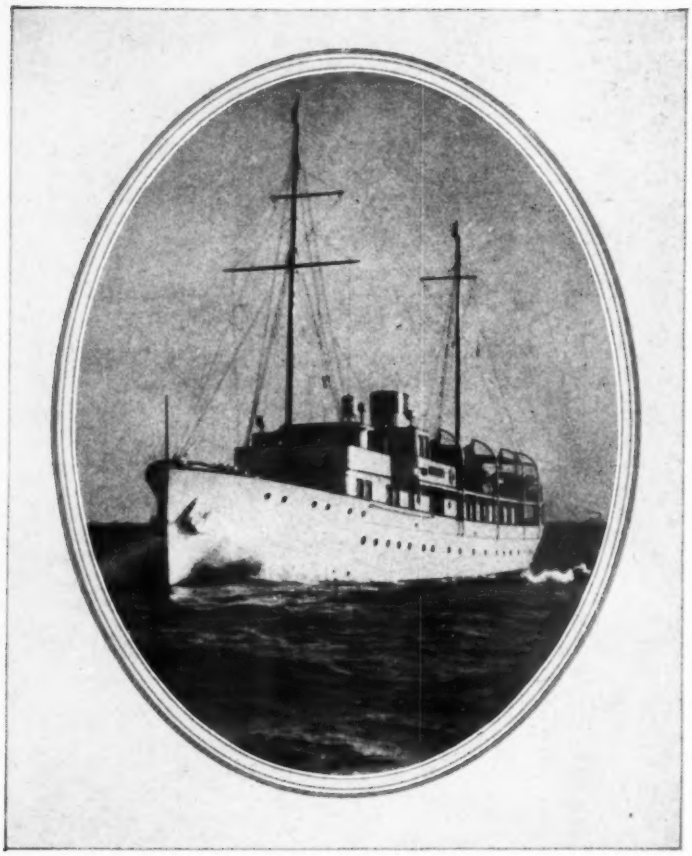


Drawyah is a 53-footer, designed and built by Unger and Mahon for E. Bartlett Hayward, of Baltimore, Md. A pair of six-cylinder Sterling Petrels propel her smoothly at 12 knots



Drawyah's engine room, showing the neat installation of the twin Petrels and the accessibility of all parts of both motors. Below —looking forward in the roomy after cabin toward the bridge

The Hughes Co.



Olive K which has just completed a long maiden cruise in the Pacific

OLIVE K'S UNIQUE CRUISE

Chas. F. Kettering Tells Some of the High Lights of His Visit to the Galapagos Islands in the Pacific Ocean

By G. SMEDAL

JUST the other day Charles F. Kettering, the engineering genius of General Motors Corporation of which he is a vice-president, returned to Dayton, Ohio, his home, tanned and bronzed after a cruise to Galapagos Island in the Pacific.

For this cruise Mr. Kettering had his magnificent yacht, Olive K., built, which embodies not only the very latest in boat design but contains many innovations that will do much to increase the popularity of yachting.

In discussing his cruise Mr. Kettering declared:

"We had read about all the books to be had touching on the Galapagos group and as a result of the cruise we found them to be either all wrong, or they were written under different conditions from those existing there during our visit.

"In the first place, we had read about how hard it is to find a landing place about the islands. There is nothing to that. We landed at will, and found two perfect harbors for our yacht. One, a volcano away back in the dim and distant ages, was formed when the outer walls crumbled into the sea, leaving a circular bay in which several yachts could find safe harbor.

"Cocas Islands and the Galapagos group are given over almost wholly to marine life. We found one island on which there is a settlement of about 300 people. None of the others are inhabited by humans. There is no reason, however, why this should be, since there is vegetation high up in the hills, there are mountains on some of the islands 5,000 feet high, and with the fresh water problem solved, living would be far from uncomfortable.

"Though they lie on the equator, it isn't warm. In fact we found a temperature of 76, after leaving Miami on a day when it registered several degrees higher. You see they have two springs and two falls down there, as the sun shifts back and forth across the equator twice in a period of 365 days. On some of the islands there is a little rainfall almost every day.

Some of the party on board during the cruise, Eugene Kettering, William A. Chryst, Julius Stone and the owner, Charles F. Kettering

Eugene Kettering, son of the owner with a pet iguana which was caught on one of the islands

This is not disagreeable, however, since the showers are tropical and often occur while the sun is shining brightly and with apparently no cloud in the skies.

"We had several moving picture cameras along and we should be able to show some wonderful pictures of the Canal Zone and Galapagos. We stopped at Kingston and devoted one entire reel to picturing orchids; thousands of feet went into making the Canal Zone pictures. Here we visited government physicians and learned their system of sanitation. In the colonized sections there is no longer a fly, or a flying insect pest, so well have these scientists done their work.

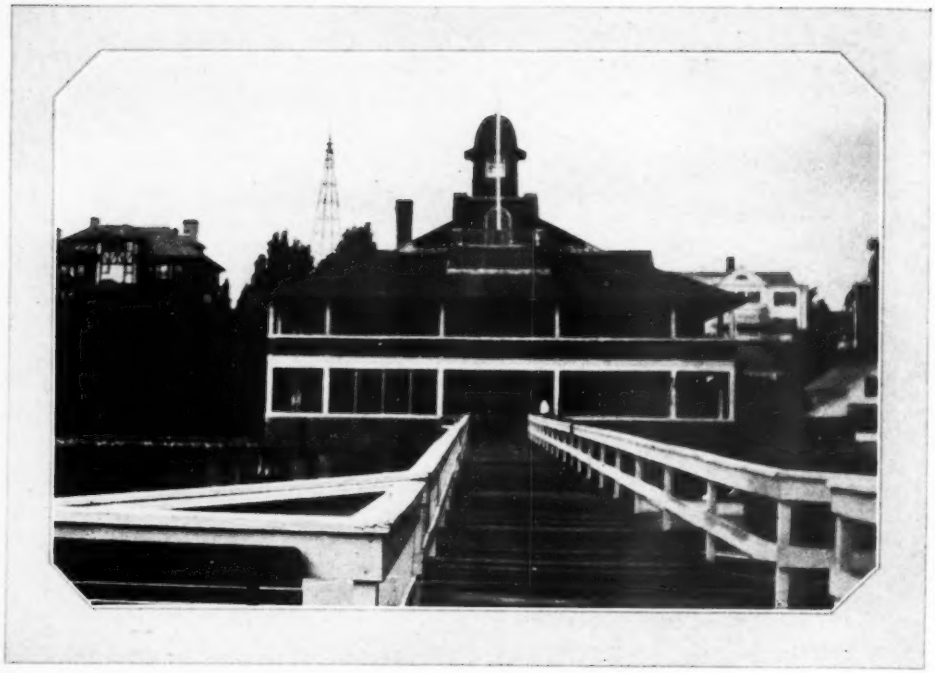
"And that, I was told by the head of the sanitation and welfare department of the United Fruit Corporation, is going to be carried out on such a scale that the entire tropics will be revolutionized. Already they are centralizing the inhabitants; getting them to come in out of the tropical jungles and live in modern homes. We found this working out splendidly in half a dozen places. It takes about a year to allay their fear of civilization. But give them schools for their children, well cooked foods and moving picture shows and they are delighted. In this way it is possible to make the colony sanitary and to stamp out epidemics and disease.

"We did not go to Galapagos for anything on earth but to see what it was like. And we found it wonderful in many ways. I don't believe there is another place in the world that can surpass it as a fishing ground. They are there, all colors, all shapes and all sizes. The first couple of days we were annoyed by sharks. As fast as one of our party hooked a big fish and started to draw it in a shark would seize upon it. And we were not fishing for them. Finally we conceived the idea of drawing in slowly after the shark had tackled the fish we had hooked and then, when the shark came within sight, we would pump a few rifle balls into him. It took about two days for them to learn that we had the best of the argument. They left us, and we had fine sport from that time on.

"I know it sounds fishy, but I am going to tell you how hungry those fish really are. I bet one of the boys that I could hang an empty hook, without semblance of bait on it, two and a half inches above the water and that a fish would rise to it in less than thirty seconds. We placed the hook, just above the water and—I'm not asking anybody to take my word for it but I have got moving pictures of it—in less than fifteen seconds three fish sprang out of the water at that empty hook.

"It's a case of a survival of the fittest in the fish world. The big one lives on the little one. But old nature rules there, as everywhere, and we had an example of how she protects millions of the smaller fry. The island where we were anchored, about 23 miles around, has been split and fissured through volcanic activities until the shores

(Continued on page 84)



The Edgewood Yacht Club just below Providence

NARRAGANSETT BAY IN 1930

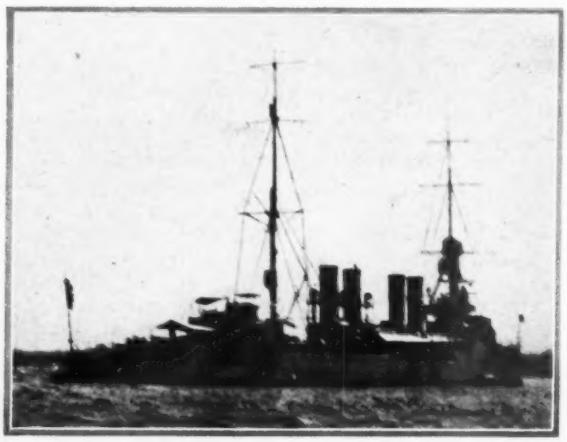
Cup Races Beckon Yachtsmen to the Rendezvous at Newport

By ARTHUR H. CROWELL

NARRAGANSETT Bay in 1930. What unusual attraction should the waters off the smallest state in the Union hold, and why in 1930? Ask Sir Thomas Lipton, that Irish tea-man and international yachtsman, who told radio audiences last Fall that he proposed to sail into these waters to take back that elusive America's cup. "If you had been away from your native land for 70 years," said Sir Thomas, "I guess you would be glad to get back home even if for only a short visit. So I'm going to take that cup back."

Or ask Uncle Sam, who promises to send his navy's majestic greyhounds of the sea in the Atlantic fleet, and, yes, the Pacific fleet too, to rest and ride at anchor off fashionable Newport, and who has also asked England to send the British fleet over for the big show.

Or, still better, ask the experienced yachtsman who is always to be found groomed in white duck and navy blue wherever boats, big or small, assemble for that increasingly popular Summer sport or pastime, yachting. Ask even the would-be-yachtsman, who proposes to get to Narragansett Bay or sink in the attempt in order that he may be in the swim. Inquire, if you wish to go further in your cross-examination, of even the landlubber, who will come by motor car, bus or train to sit on shore if he has to in order to take in the marine fete de luxe of 1930.

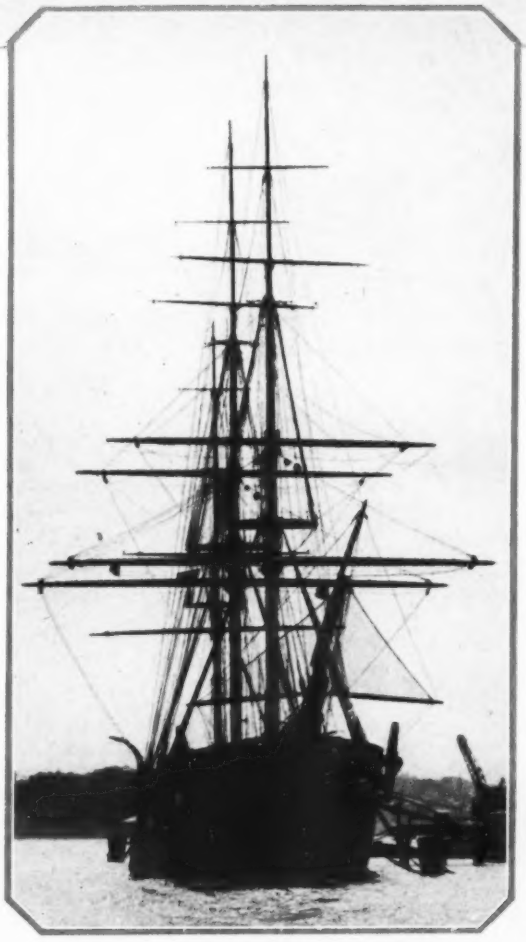


One of Uncle Sam's greyhounds, the U. S. S. Richmond, in Brenton's Cove off Newport

All lanes of the sea along the Atlantic coast will lead to Narragansett Bay, with its socially prominent Watch Hill, Newport and Narragansett Pier, its splendid harbors, its thirty odd busy and thriving yacht clubs, all of which will dispense true Rhode Island hospitality this Summer.

Point the bow of your craft up through Long Island Sound and past Point Judith, often described as stormy, but

Bullock's Light at the approach to Providence



The old frigate Constellation now serving as receiving ship at the Naval war college

really just as often to be found as calm as a mill pond. Or, if you come from the North, pilot your good ship down through Massachusetts and Cape Cod Bays, cruise along through the narrow cut across the cape, known as the Cape Cod Canal, and two or three hours of good sailing through Buzzard's Bay, with the Elizabeth Islands to port, will bring you within sight of Brenton's Cove at Newport, upon whose waters there will ride in state many millions of dollars worth of the cream of the seven seas.

A few days, a week, a month or all Summer, if you wish, you may stay, and you will be welcome. Calm seas and blue skies; sunshine in the day and cool breezes at night; excellent clubhouse facilities ashore and floats which may be safely approached, as a rule, by even the largest of cruisers; good fellowship, genuine sportsmanship and a welcome exchange of guest privileges; all this Narragansett Bay is prepared to offer in this season of 1930.

The palatial yacht of a millionaire may be anchored to starboard of your 30-footer, while some jolly good fellow's small outboard racer, his pride and joy, floats alongside, and, spic and span, to port there quietly rides a giant battleship or even a glistening white sloop from a distant port. Millionaire or pauper, real yachtsman or pseudo-sailor, the burgee of every yacht club of Rhode Island will spell out Welcome, whether you steam, chug, sail, paddle or row up to the float.

From Watch Hill to Providence it's going to be a gala season. You'll be glad you came if you decide to join the great fleet which will be in Narragansett Bay; you'll regret it if you stay away. Rhode Island and its blue waters of Narragansett Bay will be the mecca for yachtsmen from all parts of these United States and from overseas. Already the great marine table is set and guests are bidden to the feast. On land and on sea, the country of Roger Williams awaits your coming.

If thus far this brief narrative sounds like the words of one who has been chosen to play the role of a Shearer and to act as official spokesman or publicity agent for the smallest state in the Union, just lay it to the over-enthusiasm of a would-be yachtsman, who has sailed quite extensively along the North

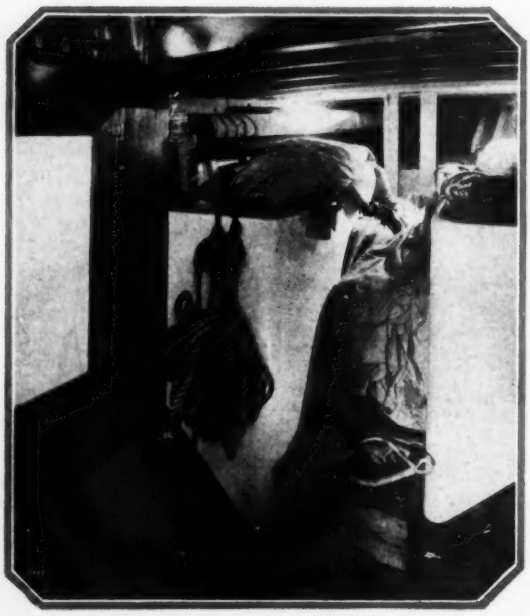
(*Continued on page* 88)

M. Rosenfeld

Alfred Loomis at the helm of his 25-foot cutter Hotspur giving her a trial trip

HOTSPUR TO CRUISE THE AEGEAN

A Delightful Series of Cruising Stories to Appear Soon Recounting the Adventures of Alfred F. Loomis Among the Islands of the Grecian Archipelago



The fo'csle with ample storage space for sails and spare gear

FOR the fifth time in the last nine years, Alfred F. Loomis, well-known writer and yachtsman, is off on a cruise in foreign waters. This time it is among the fascinating islands of the Grecian archipelago, and the first number of his exclusive series of cruise stories is scheduled for appearance in the August issue of MoToR BoatinG.

Our readers still recall with pleasure Alf Loomis's exciting cruise in 1921 in the 23-foot auxiliary yawl Hippocampus which took him and his two friends, Joe Squibb and Joe Chambers, all the way from New York to Panama. "The Cruise of the Hippocampus," subsequently published in book form, took its place among the classics of cruise literature. That voyage was followed a year later by an extended cruise in Panamanian waters in which Mrs. Loomis assumed the important duties of mate; and readers of this magazine were entertained with their adventures among the Pearl Islanders and the aborigines of the San Blas coast.

At the conclusion of the Panama cruise Hippocampus was shipped home and sold out of the family; but two years later Loomis and his wife chartered the yawl Adastra in England and undertook a rapid cruise in the fogs and swift tides on both sides of the English Channel. On that occasion they fell in with a yachtsman who recommended the Baltic Sea as the cruising ground par excellence of Europe, and in 1927 the

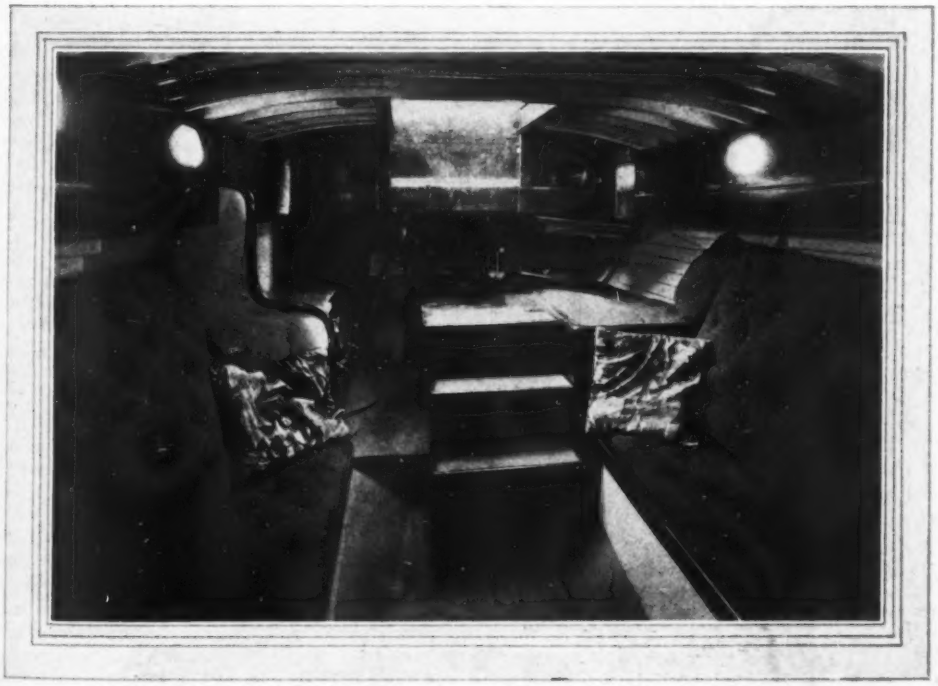
Loomises and Joe Squibb piloted the schooner Lucette and her owner, Major Nott, on a 2,000-mile jaunt from England to Stockholm and back again.

In some respects Lucette's cruise, which appeared as "Fair Winds in the Far Baltic" after serial publication in MoToR BoatinG, was the most successful of the four. The winds were almost invariably fair, the motor under the loving care of the Major operated infallibly in calms and canals, and treacherous passages among the rocks of the Swedish coast were negotiated without mishap. But there were features of that cruise, Loomis tells us, which were not so satisfactory and which had a direct bearing on the forthcoming one. The first drawback was the climate which in June of 1927 was uniformly frigid. The second (almost inseparable from a chartered boat) was the presence of paid hands who with the utmost tact and courtesy prevented Mrs. Loomis from touching hand to a halliard or jumping ashore to handle mooring lines. She declared that she was fed up with being a passenger and that she would work her passage the next time or stay at home. The third objection to the last cruise was the type of boat in which it was made. Excellent cruiser though Lucette was under power and in fair breezes, she would not work out to windward, and Loomis vowed that his next cruise would be in a weatherly boat.

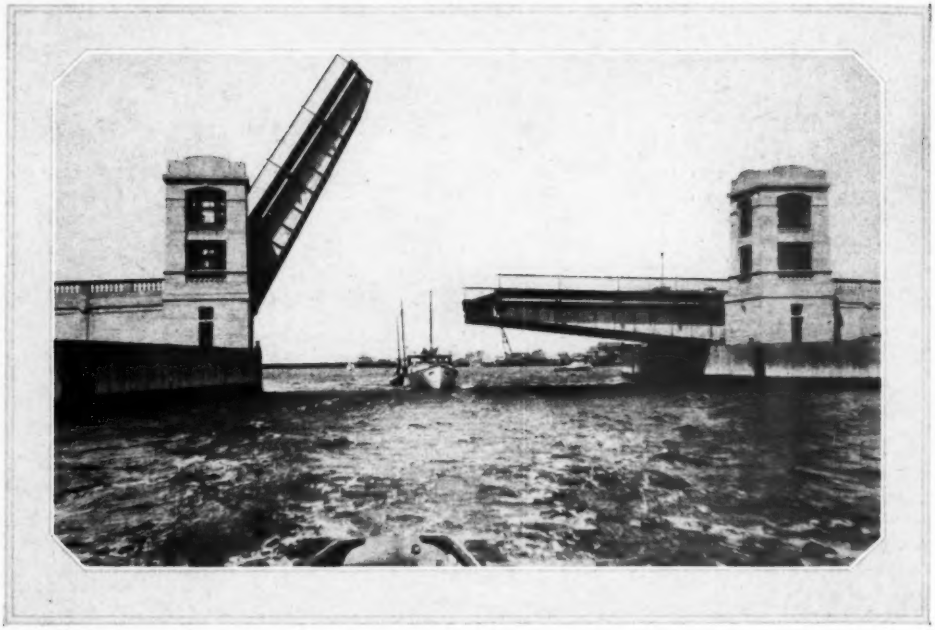
The Aegean Sea seems to answer the question of climate, for those, at least, who like it hot. The two other considerations were successfully met in the smart little cutter Hotspur which was built last year and has been described in these pages. Of 25-foot waterline length, she is so small that she has no need for a paid hand and can easily be sailed by the owners. In her summer's cruising and racing she showed herself to be an unusually fine windward worker. Powered with a 15 h.p. Falcon motor, she is equipped to cope with the frequent calms of the Aegean.

At about the time this issue (*Continued on page* 80)

Going aboard the steamer for shipment to Greece where the Aegean cruise will begin



The cosy cabin of Hotspur with the little Falcon engine under the steps



The new highway bridge at Long Beach opens to pass us through

DEEP SEA STUFF

A Long Awaited Opportunity for a Cruise Down East Materializes With the Advent of a New Cruiser

By DAVID C. STOTT

OBSERVATION has convinced me that motor boat cruising is either a delightful sport, in the enjoyment of which one is greatly envied, or is evidence of insipient insanity; depending solely on the viewpoint of our friends. As for me; I am a natural born, and enthusiastic water fan. None of my immediate ancestors were sea farers, but I am sure my family tree must run straight back to Magellan, Columbus, or perchance to Captain Kidd. Anyway, I love the sea, and in all its moods. With all love must go respect, and so, I might add, that I also have deep respect for Father Neptune.

The leaky skiff of my boyhood days must have inoculated me with the boat bug, and I am now a hopeless addict. With the passage of time I experienced the thrill of many new ownerships; a 33-foot sloop, and several motor boats, each one a bit better, and another step along the path to the eventual dream ship.

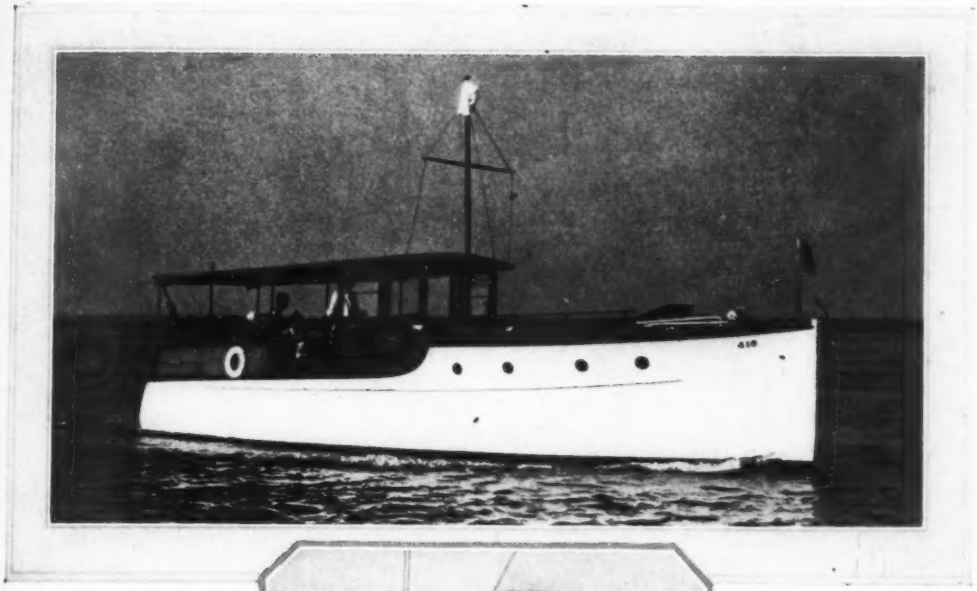
With the coming of the Spring of 1929, my patience and efforts were rewarded, and the newest boat arrived at our dock. A 38 by 11 by 3-foot raised deck cruiser, with short trunk cabin, large cockpit, custom built and mahogany trimmed. Low cockpit floor, heavy plate glass wind shield, and excellent vision. Every control centered at the wheel, and below decks a 65 h. p. 6-cylinder, dual ignition Kermath, and if you know engines you also know that means smooth running and dependable power to meet all weather conditions.

Large cabin with four berths, full length clothes closet, roomy toilet and lavatory, and forward an owner's stateroom. All conveniences, such as running water, electric lights, and a galley that would delight the fussiest cook alive. No galley slaves aboard this modern craft.

Such a boat is Georgina. A boat that will go anywhere—and then bring you safely back again. In fact, it was her so doing that furnished the material for this story of a cruise from New York to Maine.

Right here, let me say that the hardest thing about the whole adventure, was the booking of a crew. A few years ago, when I owned a fine thirty-six footer, I conceived the idea of a deep sea voyage to Maine, and endeavored to get some friends to sign on for the trip. Their excuses were many and varied. A few of the less resourceful but more honest, simply said my family should take me to an alienist and have my head examined, implying rather forcefully that there were flaws in my crow's nest. Each year I nursed the idea along and canvassed for A B's, but without much success. My friends looked for the invitation as sort of an annual event, and an infallible sign that spring was near at hand.

However, with the new boat, came a change all round. For my part I was going; even alone if neces-



The 35-foot Kermath powered cruiser Georgina on which the cruise was made

The owner dressed up in his company clothes

sary. Georgina is a real sea going vessel, and looks the part. So it came about that I got a companion—and a real one. A retired sea captain, who is also a neighbor, looked over the boat and declared himself to be both willing and anxious to book a passage out, and didn't much care where bound, but Maine would suit him best, as he had relatives and friends in the Pine Tree State. As both he and I had done that State the signal honor of selecting it for our place of birth, we visioned a triumphant return to our native shore.

Then by another stroke of good fortune I got in touch with a friend who works in the Brooklyn Navy Yard, and Uncle Sam decided he could spare him three weeks in which to view the world. Verily, I felt Dame Fortune had not only smiled on me, but almost had her head on my shoulder. A master mariner, who as he expressed it, had been all over the civilized world, and some parts that weren't so decent, and a Navy Yard man, who, among other accomplishments, could do anything with rope—well, they looked like mighty good shipmates.

So climb on board, folks, while I check over the list of necessities, and then we'll get under way. There goes the engine, getting warmed up; and down onto the landing stage come a few friends, who are to go with us for the first day's run. All aboard. Let go those lines, and at last, after ten years of planning, we are off, on what, to me at least, is a great adventure. And it is a promising start. Fine weather, a boat that is well found, congenial friends, and those covered baskets so mysteriously smuggled on board, suggest frosted cakes, and may be a pie or two. Tough life, this sailoring.

Naturally, we three pirates are on our good behavior, and are all tricked out like Astor's pet horse. But I give you my word, that ten minutes after the company leave, we'll carefully lay these white flannels away in moth balls. This is to be a man's cruise; not a fashion show. Meantime, the Captain does a turn at the wheel, while Arthur and I finish stowing the cargo, and clean up on deck, being promptly voted the titles of First and Second Mop.

Down the crooked reaches of Mill River from East Rockaway to Long Beach, where we turn East for the run along the South Shore of Long Island. From Deb's Inlet to Greenport, a distance of about 100 miles, it is all inside and protected waters, worthy of exploration by every boat owner.

Three blasts of the whistle, and as if by magic, the Long Island R. R. bridge swings open for us to pass, and three more causes one span of the million dollar highway bridge to raise for our passage. We could almost feel the petulence of the long line of automobilists thus held up, while we passed through. Too bad that autoists cannot absorb some of the fine spirit of camaraderie that prevails in the boating fraternity.

On past the Lido Golf Links and Point Lookout and into Jones' Inlet. Here, with a swift ebb tide and the ever changing sand bars, we kept a sharp watch. We must have no disgraceful groundings now. Tomorrow, may be; but today we must impress our guests with our skillful navigation. Soon we pass

Portland Head Light in Maine, the objective point of the cruise

the Jones' Beach Coast Guard station, and the old Brant Point Hotel, now fast going to ruin.

At the new highway bridge to Jones' Beach State Park we found a pontoon moored in the opening, with men at work. Fortunately the lift was raised, and by careful maneuvering we edged through without a scratch. After an hour winding through the well buoyed channel of South Oyster Bay, we anchored opposite Amityville for lunch. Good food, served in the cockpit, appetites whetted by the sea air, excellent music on the radio, and happy folks all about. The only reason everyone in the world doesn't own a boat, is because they do not know its joys.

Then out into Great South Bay. The grass off Amityville is like the Sargossa Sea, but by closely following the buoyed channel, with occasional reversing to clear the propeller, one can get through without difficulty, and a few miles brings you to the clear water of the Bay.

Arrived at Patchogue the end of the afternoon and found the auto waiting. Here we took leave of our wives and sweethearts, and very shortly came on deck dressed more like sailors and less like movie sheiks. It did seem a bit quiet after all the excitement of the day, to be left with only the ship's crew.

Supper over, and the dishes bathed and put to roost, the evening passed pleasantly, listening to the Captain's yarns and experiences.

The following day we journeyed East once more, through Great South Bay and into Moriches. There is need now to be ever alert for markers indicating the best water. The Coast Pilot says four feet of draft may be carried through. Far be it from me to dispute that statement, but with three feet draft we managed to rub off a couple high spots—just to make the going easier for those who may follow.

By two P. M. we were at Greenport, where we took on all the gas, ice and water we could carry. No need to worry about our draft from this point forward.

Then round into Sterling Creek. This is a small basin at the head of the breakwater, with very narrow entrance, but completely land locked and with good holding ground. It is shallow, but there is enough water to float on at low tide. I have been there many times and marveled that more boats do not make use of this excellent protection.

At this point I feel the Captain decided to graduate from the galley. He cooked the supper. The eggs were ordered soft boiled, but were delivered throughly case hardened. Just a bit of artfulness on his part, so we would not ask him to cook again. But we fooled him, by both praising and eating them, and if we live till morning, he still has the job.

Under way at 5:30 next morning, and as we slid out into Gardiner's Bay we took watches below for breakfast. At seven we passed through Plum Gut and laid a course for New London entrance, and by nine were abreast the Thames River. Through Fisher's Island Sound and made Watch Hill Point at eleven. Then the long run along the beach. Smooth sea and all goes well, but it is a comforting feeling to have reliable power on this 17 miles, as there is no shelter until reaching Point Judith Harbor of Refuge. This is an artificial harbor affording fine shelter. The length and size of the extensive breakwaters would indicate that the Government must have spent a tremendous amount of money here.

With anchor down, among a small fleet of fellow cruisers, Arthur at once got busy with a hand line and we had a mess of cunners for supper. From the number of lobster buoys about it would appear this must be a good ground. They were so thick we laid among them, and their tapping on the sides of the boat put a dangerous strain on our honesty, but we left them alone—reluctantly.

Next day another early start. Dreaded Point Jude did not look very vicious in the sunlight, though we found a heavy ground swell outside the breakwater. Made the long reach up to the head of Buzzards Bay, where we tied up to a dolphin to eat lunch, and give crew and engine a bit of rest.

Then under way once more and entered Cape Cod Canal. The picket boat came out to get our name, number, owner and home port, which we shouted to them as we sailed, and they then waved for us to proceed. In the canal proper we found a heavy head tide, but this is the best *(Continued on page 70)*

An officer on Oceanographer operating a radio device for measuring ocean depths

IN THE NATION'S SERVICE

The Famous Yacht Corsair Now Called Oceanographer Re-Enters Government Service for the Balance of Her Days

By CHAS. E. LUCKE, Jr.

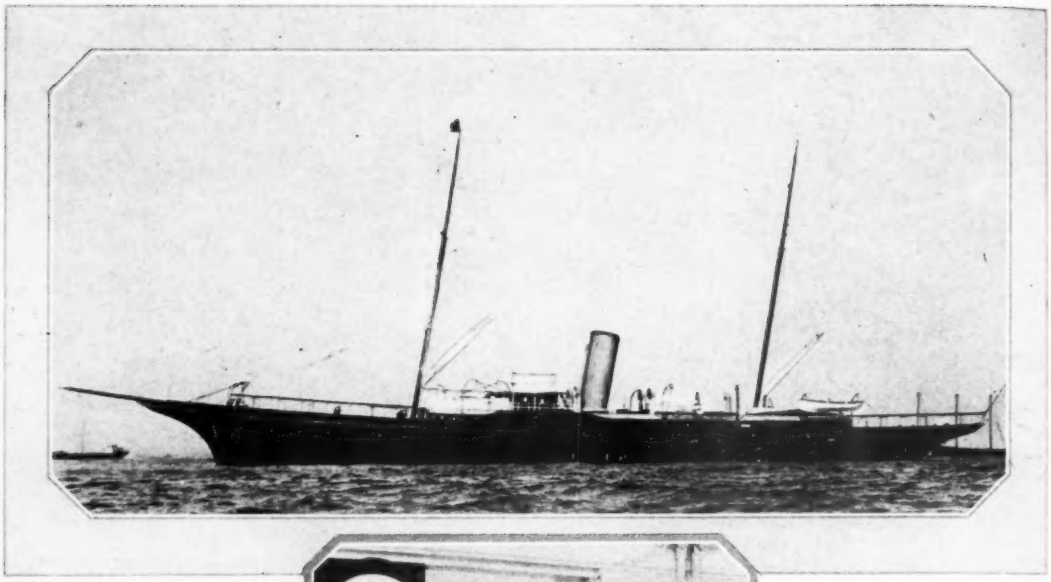
AT the present time the United States Coast and Geodetic Survey, that efficient and invaluable governmental body to which we owe our splendid coastal charts, has a new boat, Oceanographer. At least she is new to the useful service she is now engaged in. But to yachtsmen the world over and to many distinguished citizens of this and other countries there is a deep streak of sentimentality concerning this historic craft, for Corsair, as she was known for thirty years, certainly has a history behind her.

The passing of this stately yacht to the government service to round out her brilliant career will reawaken a host of memories in those who for a quarter of a century have come to regard the boat almost as an institution. That her owner, J. T. Morgan, has seen fit to deliver this ship to the Coast and Geodetic Survey to engage in a service of the utmost importance to all who wander the seven seas seems especially fitting for a yacht which has had so preeminent a career.

Launched in 1899 Corsair was but a larger and more magnificent successor to her predecessor of the same name which in the Spanish-American War of the preceding year as the U.S.S. Gloucester drove one Spanish destroyer ashore and sank another in a single-handed encounter during the Battle of Santiago. Designed by J. Beavor Webb, the yacht is 304 feet long with a 16 foot draft and a measurement of 1600 tons. Two triple expansion 4550 h.p. steam engines enable her to maintain the unusual speed of nineteen knots. Quarters are provided for nine officers and fifty-four men.

As Oceanographer she will work with the fleet of Coast and Geodetic Survey vessels now engaged in the colossal task of re-charting about 18,000 miles of shore line along the Atlantic and Gulf Seaboards. Equipped with a fathometer, radio-acoustic ranging apparatus, and such other instruments used in hydrographic work, she recently joined the government fleet in Southern waters.

The constantly changing shore lines along the greater part of the eastern seaboard south of New York make a re-survey necessary, especially since modern commercial traffic involves larger and more swiftly moving deep-draft vessels than a generation ago. Greater detail and accuracy on the charts is vital to enable ships to select the shortest routes between ports, and while surveys of this entire seaboard have been made at one time or another during the 113 years of Coast Pilot work, Captain R. S. Patton, Director of the Bureau, does not consider more than one-third of the eastern seaboard to be adequately charted at present.



The former Morgan yacht Corsair now in the service of the Coast and Geodetic Survey as U. S. C & G. S. Oceanographer

Another device, the fathometer, operates by measuring the time required for an echo to return from the bottom, thus measuring depths

In addition to Oceonographer the Coast Survey has three converted yachts engaged in this work all of which were obtained from the Navy when its war-time auxiliary fleet was disbanded. This flotilla will soon be augmented by the new Hydrographer, launched in December, christened by Miss Cecil Lester Jones, daughter of the late Colonel E. Lester Jones, director of the Geodetic Survey Service. She is considered the most thorough vessel of her kind, being equipped with the new echo sounding apparatus which enables her to tell in one second the depth of water under her. She is 170 feet long with a beam of 31½ feet and a draft of nine feet forward and eleven aft, and is equipped with diesel engines. Hydrographer's submarine radio apparatus will enable her to detect submerged shoals and wreckage many miles from her position. With the Coast Survey vessels traversing back and forth over water areas and securing data farther from land than was previously necessary, the production of accurate charts for safe navigation is assured.

The gift of Corsair to the Survey has saved the government some $450,000 for a new ship of similar type. Mr. Morgan has stipulated and Secretary of Commerce Lamont has assured that the yacht will not be disposed of until it becomes necessary to scrap her. Strangely prosaic will be the new duties of Oceanographer, whose decks have been trod by the former Kaiser Wilhelm, the Archbishop of Canterbury, and former Secretary of Navy Daniels along with countless admirals and other officials and whose cabins have held many important conferences concerning the post-war financing of Europe. Many an Atlantic crossing has this battle-scarred veteran to her credit, many a time has she been a landmark at the Yale-Harvard rowing classics and on New York Yacht Club cruises. Her clipper stem and the nice sheer of her glistening black topsides will not soon be forgotten by American yachtsmen.

Of all the incidents of her long and preeminently fine career none will be cherished longer than the memory of her service during the World War. Built as she was for off-shore work, it was neither the expectation of designer or builder that she would cruise the length and breadth of the Bay of Biscay for a year and a half on end, protecting Allied shipping from the ravages of submarine warfare. Yet that is what followed when, donated by Mr. Morgan to the Navy in April of 1917, she hit for the other side. Gone was the bowsprit, disfigured were the two tall masts by the addition of crows-nests. Spotless white pine decks were bored for gun mountings, teakwood panels sent ashore, plate glass windows boarded up and faultless brasswork painted. Bulkheads were ripped out below to make room for over a hundred men. In short, when in her mantle of sombre gray paint Corsair set out with the first convoy of American troops to Europe, she looked like anything but the beautiful yacht of the year before.

With a steaming record of 50,000 miles on foreign service and repeated official commendations from the Force Commander in France, the war-time career of the stately old Morgan yacht is a remarkable tribute both to her builders and to her officers and crew, many of them erstwhile care-free yachtsmen.

"North, East, South and West
The Corsair sails and knows no rest."

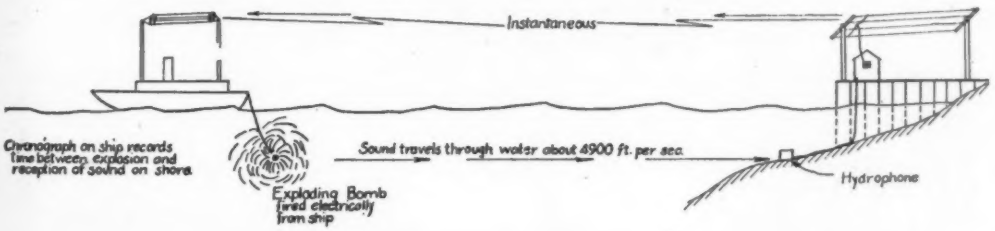
The same might be written about many another of the large American yachts on overseas service or of the smaller ones working off the Atlantic seaboard which comprised the Suicide Fleet. Rough was the weather, wet and tiresome the work, and short indeed the intervals of rest between jobs, but in spite of the strain they carried on. The months which followed the arrival of Corsair at Brest in July and her duty in the French Navy along with Aphrodite, Noma, Kanawha, Harvard, Christabel, Vidette and Sultana cannot be described as other than memorable.

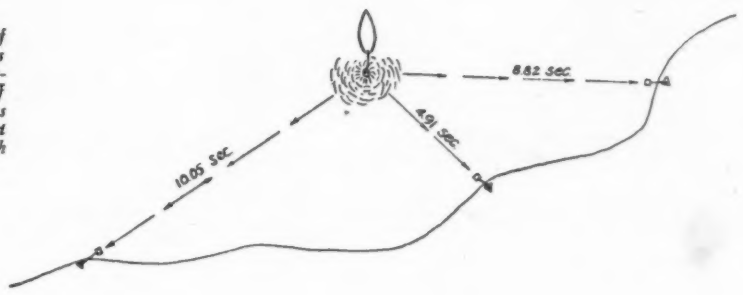
Patrolling a certain narrow area of ocean, policing ships through their blocks, saving vessels in distress, and all the while keeping the weather eye out for submarines, the yachts went out in pairs, one relieving the other after four days duty. Corsair and Aphrodite were thus paired up and were working with Noma and Kanawha. Some slight conception of the strain involved on her crew of largely unseasoned Naval Reservists, former amateur windjammers, and collegians may be gathered from the fact that in her first three months of war duty Corsair steamed 11,738 miles. Those were the days when the fires under the boilers never went out, and when, regardless of the weather, the appointed hour saw her scurrying out to sea. Rescuing torpedoed fishermen as those from the Saint Pierre, chasing off U-boats wherever they were found both with guns and depth charges, picking up drifting small boat survivors of sunken ships, all this was part of the day's work. Many an encounter with the German submersibles saw the ash cans in use and more than once Corsair found the spreading oil slick, the patch of greasy calm, and the smell of mineral oil which all spelled finished for Fritz.

The first accident to befall a convoy of Corsair was a tragic one. In company with Alcedo she was convoying the steamers Antilles, Henderson, and Willehad on their zigzagging course through a heavily white-capped sea when just before sunrise Antilles swung out of line. Suddenly she began to settle by the stern and incredible though it may seem, five minutes later plunged to the bottom. During this time, while Corsair was circling around the wreckage and keeping a look-out, Alcedo was picking up survivors; of the 237 on board, the treacherous sea and heavy wind made the rescue of but 167 possible. Fifty of them went back to Brest aboard the Morgan yacht.

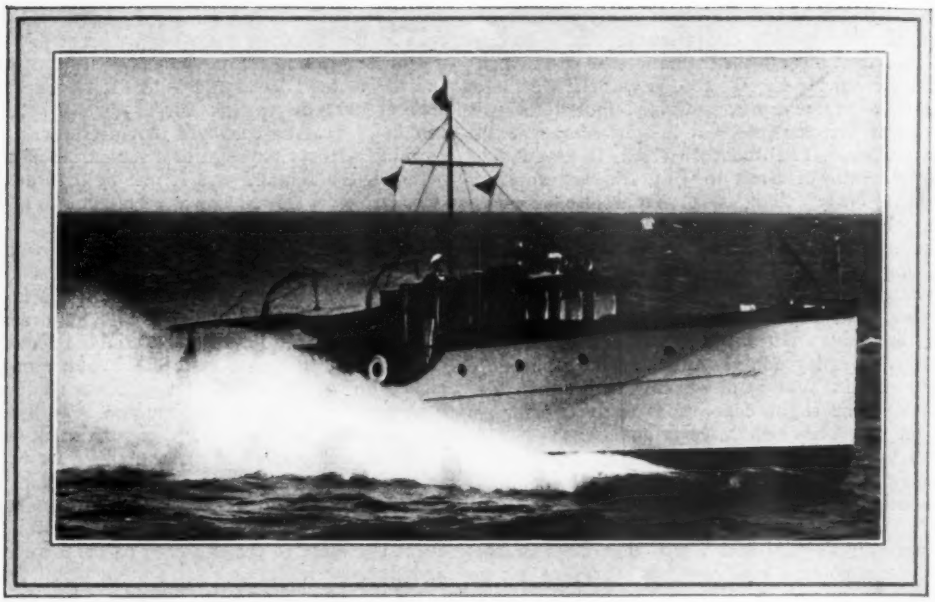
Not long afterward, in company with four destroyers and the yachts Alcedo and Wakiva, Corsair was in on another tragedy in the torpedoing of the steamer Finland. Heavily convoyed though she was, early one morning without any sign of a submarine in the neighborhood, the Finland was struck by a torpedo on the starboard side, slowed down, then came to a dead stop and began to blow off steam. As the seas poured through a gaping hole thirty-five feet wide in her sides the great transport began the operation of abandoning ship. It so happened that after a host of her small boats had been launched and hundreds of men were swimming around her the Finland found she was able to hold her own. While Wakiva and Alcedo picked up survivors and Corsair circled about to prevent another torpedo the Finland was headed back toward Brest. The watertight bulkheads fortunately held and as a result the stricken transport was able to make that port and later went into drydock and was repaired. That but eight lives were lost in this near tragedy under the tremendous excitement of such an event is tribute to the efficiency of the escorting yachts and destroyers.

Of the many close calls Corsair had in foreign waters the one unforgettable adventure came on a mid-December convoying job in the boisterous Bay of Biscay. In company with a fast moving fleet of transports and a number of destroyers a memorable hurricane made its appearance, and while the big ships were able to carry on the smaller escorts had no choice but to slow down or be swept clean. Unable to batten down, and handicapped by large windows and a comfortable deck house, Corsair had no alternative but to run before the storm. Speed was reduced to five knots, the deck houses were stove in, several bulkheads were demolished, mines and depth charges were swept overboard to explode uncomfortably near at hand, the deck was four feet under and the pumps were just able to keep the fireroom from filling up. A similar general good time was reported by other vessels caught in this snorter but in the case of Corsair the Spanish harbor Vigo was finally reached. The inner feelings of her crew during that hurricane (*Continued on page* 90)


Instantaneous
Chronograph on ship records time between explosion and reception of sound on shore
Sound travels through water about 4900 ft. per sec.
Hydrophone
Exploding Bomb fired electrically from ship



A clever method of determining a ship's position by measuring distance off from shore stations in terms of sound velocity through water



P. & A. Photos

Blue Boy, Owned by Carl Goetz, winner of the under 60-foot class, which finished with her crew fighting a leaky bottom

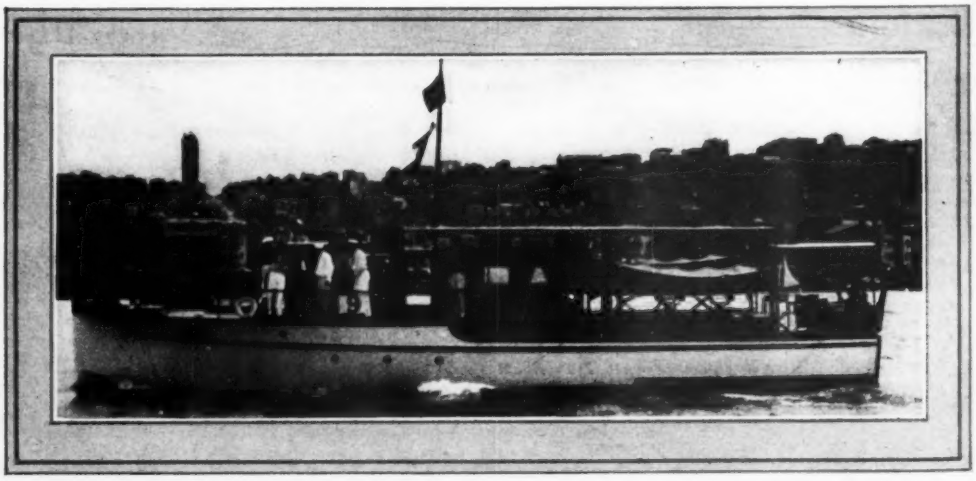
MANY THRILLS IN CRUISER CLASSIC

Long Distance Contest From Long Beach to San Francisco, 447 Miles, Develops Into a Serious Trial of Seamanship and Skill When Old Pacific Gets Boisterous

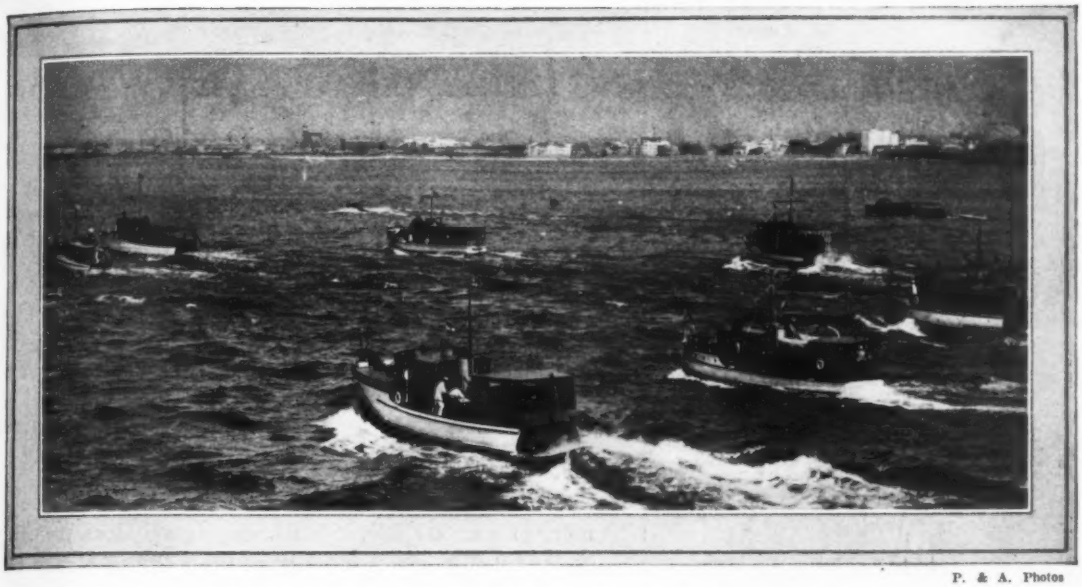
By TOM WHITE

ASK any of the skippers who battled their way from Long Beach to San Francisco in the recent 447-mile race if they've had enough—just ask 'em if they're through with deep-sea cruiser racing; then listen as every man Jack of 'em says "No-o-o-o-!" They're either awfully good sports or brutes for punishment, most likely both, after the showing they made in the face of tremendously heavy odds. They'll not only repeat next year, but it looks like there'll be twice as many.

Regardless of the customary California alibi about unusual weather, Pluvius and Neptune got together during the last week of April and pulled a fast one. But in spite of their combined efforts, 19 of California's



Marion Alice of the St. Francis Yacht Club which finished second in the large division over 60-feet



P. & A. Photos

The fleet leaving Long Beach after the starting signal had been given by Mayor James Ralph, Jr., of San Francisco

hardiest skippers set out from Long Beach on April 24, and after a scheduled stop at Santa Barbara and another at Monterey, 14 finished.

Paul T. Johnson's Seyelyn, flying the Balboa Y. C. colors, and the ship that was barely nosed out of first place in last year's race, was awarded the Sir Thomas Lipton $1,000 trophy, and the capital prize in B division (vessels over 60 feet long). Division A honors went to Carl Goetz's Blue Boy, which carried the colors of the California Y. C. of Wilmington.

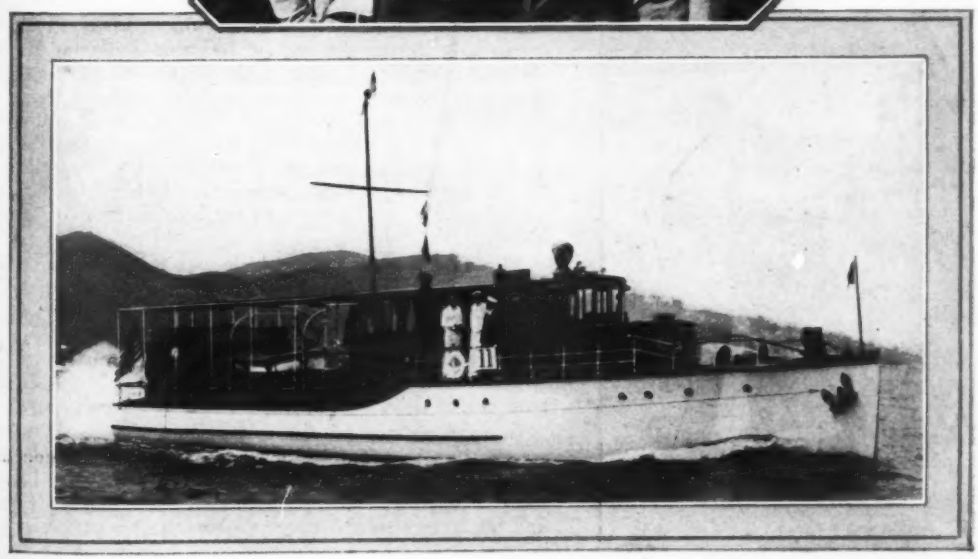
Back of this bald statement of facts is a story replete with drama, heroism and a high order of sportsmanship. Officially known as the All-California Long Distance Open Water Motor Boat Race, this blue water classic is the longest cruiser event scheduled in American off-shore waters, and when the switches were snapped off at the end of the trail all hands believed it.

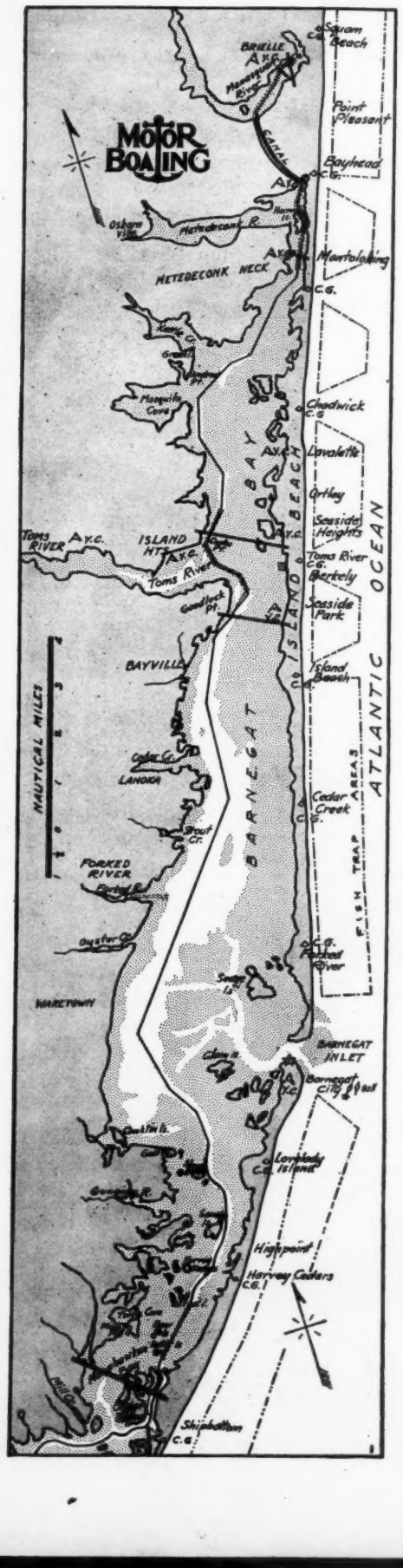
Prior to the start there were 23 entries signed up and checks deposited. The four cruisers that dropped out at the last minute were: C. B. Mitchell's Sea Bee of the Santa Barbara Y. C., whose owner was unavoidably detained; Enoa, another Santa Barbara craft,

(*Continued on page* 74)

Seyelyn and her victorious crew, C. R. Kierolff, Wilfred Berl, Paul T. Johnson, George Peterson and Evart Adams

Fred Man





INLAND WATERWAYS OF NEW JERSEY

Barnegat Bay and Connecting Waterways Form a Navigable Route for Small Craft Which Extends for Over 100 *Miles from Bayhead to Cape May*

ONE of the largest and most readily accessible cruising areas to the yachtsmen of New York and surrounding country is Barnegat Bay along the Jersey Coast. It offers many attractive places with boating interest to the cruiser. In order to reach the Bay, it is necessary to sail along the coast southward from Sandy Hook to Barnegat Inlet. This stretch of coast, some 43 miles, is broken by several small inlets but the waters behind these are not connected. This makes the inlet at Barnegat the first one through which a boat can enter. Once inside of Barnegat Bay, there is a continuous connecting channel which forms an inside waterway from the Manasquan River to Cape May Harbor. There are other inlets further along the coast which can also be used to enter this waterway, although the one at Barnegat is most accessible from the vicinity of New York.

On the Bay itself, there are numerous summer resorts along the ocean beach front and many interesting villages on the main land adjacent. Since these waters are entirely within the State of New Jersey much of the improvements along this waterway have been done and are maintained by the State. It is attempted to maintain the navigable depth of this waterway at six feet with a minimum width of one hundred feet. Shoaling occurs from time to time in some of the passages so that continuous maintainance work is necessary and the cruiser in these waters must ever be on the lookout for indications pointing to changes in the channels from those shown on the charts. Generally, the waters throughout the entire section are shoal and in fact in some places it is not possible to carry any depth outside of the dredged channels.

Supplies of all kinds are readily available throughout the section as there is considerable boating activity at all times, particularly during the summer season. Facilities for repairs are also available at most of the larger villages as there are local boat builders who maintain well equipped shops which can handle any ordinary work. Since there are many bridges which connect the shore front with the mainland these must necessarily cross the bay and it will be found that all of these are equipped with draw openings which will be promptly opened on the usual request of the boat operator of three long blasts of the whistle.

The tides and currents which will be experienced are not of very great intensity except in the vicinity of the inlets where a heavy flow of water will be experienced. Currents of three knot strength will frequently be found at these points. A factor which will influence the height of water within the bay is the wind and northerly and southerly winds have a tendency to drive the water to either end of the bay.

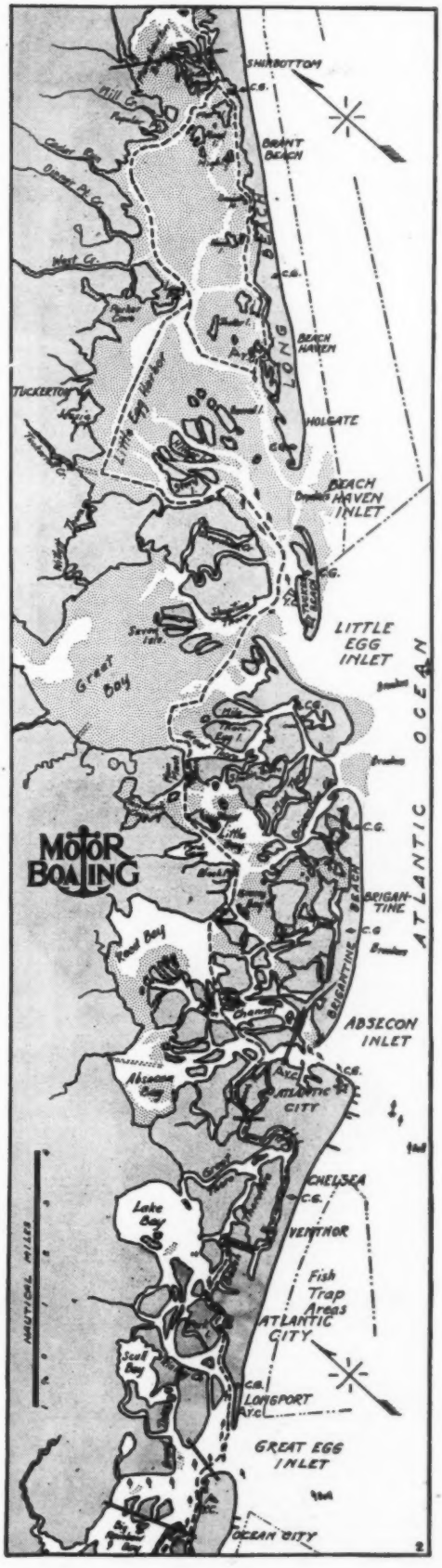
In entering any of the inlets from the ocean, a careful watch must be kept for the buoys which are outside the bar and a line of vertical striped buoys which mark the best water until inside the inlet. The bars shift their position frequently and navigators should operate with caution particularly after

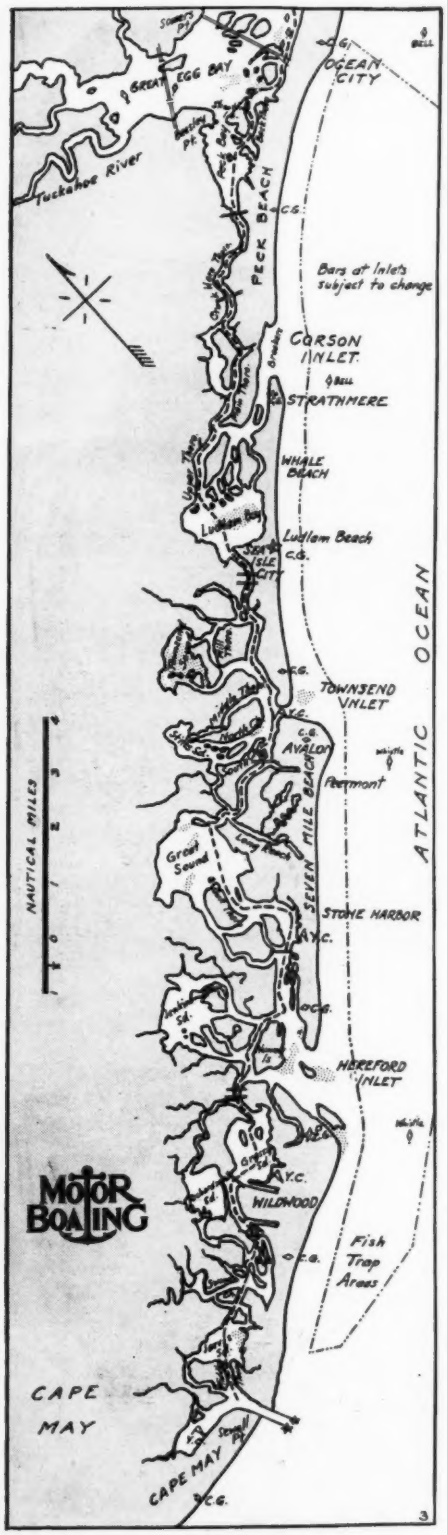
periods of stormy weather as it may not have been possible to relocate the buoys in the best water so quickly after a storm. Strangers would do well to await the passage of a native boat and follow it through the inlets. On the inside some portions of the waterway are marked by the United States Lighthouse Service with the usual red and black buoys numbered from north to south, the red buoys with even numbers being on the starboard side of the channel while the black buoys with odd numbers will be found on the port side when bound south. Other portions of the waterway maintained by the State of New Jersey are also fitted with stakes, lights, beacons and buoys which are often arranged in pairs with the channels between them. They are colored in conformity with the general buoy system for vessels bound south, with red to starboard and black to port.

Barnegat Bay has a general length of 26 miles and a depth of water of from six to eight feet. At the head of the bay is a village called Bay Head which is a summer resort center frequented by many small motor boats. A dredged channel leads up to the wharves of the town. Mantoloking is about two miles south of Bay Head with a highway crossing at that point. The route from Bay Head south is a crooked one following the deepest water along the westerly edge of the bay through natural openings and dredged channels. There are several beacons to mark this route and another draw bridge with approaches marked by buoys will be found just north of Toms River and can be easily followed. The village of Toms River is at the head of the river of the same name and can be approached by means of the natural and dredged channel which is well marked. A depth of about two and one-half feet can be carried to the town. Continuing south below Toms River, the bay improves somewhat with deeper water in a wider and more easily followed channel. This can be followed for about ten miles with straight runs from buoy to buoy. Below Barnegat Inlet the channel swings about somewhat but can be readily followed to a point near a little island called Pettit from which a channel leads to the drawbridge openings at Shipbottom. Below this point it turns off sharply to the west, separating a so-called beach route from the main route. The one is marked by stakes through the dredged channel and the main route follows a natural channel which is marked by buoys. Beach Haven is a popular summer resort along the shore route which is near the tip of the beach front known as Long Beach. At this point a channel formerly used has closed up so that a temporary route from Beach Haven leads backwards to a connection with the main route off Long Point. From here it goes south again in the general direction of the radio towers at Tuckerton and an intersection with the dredged channel which leads to Tuckerton Creek. Here another sharp turn to the eastward must be made and the channel followed, which leads south of Story Island and around the marsh back of Tucker Beach.

The inlets at Beach Haven and Little Egg are passable although it would be advisable to follow a local boat in through these places rather than to trust to a chart. Continuing further, a dredged channel will be found on leaving Shooting Thorofare which leads south of a group of seven islands which then passes around a shoal area at the southerly end of the Great Bay and enters a cut called the Main Marsh Thorofare. Buoys and stakes will be found which will guide the yachtsman through. The route follows southward between Shad Island and the marsh through another dredged canal connecting Grassy Bay with Reed Bay. Ten feet of water are maintained through this dredged channel which winds in and out through the islands and marsh finally reaching Atlantic City, which is 63 miles from Bay Head.

Absecon Inlet is the entrance from the Atlantic to this inland route at Atlantic City. A prominent gas buoy will be found off shore and a well buoyed channel which enters at this point leads to the docks and wharves behind the city proper. A draft of six or seven feet can be carried when the sea is





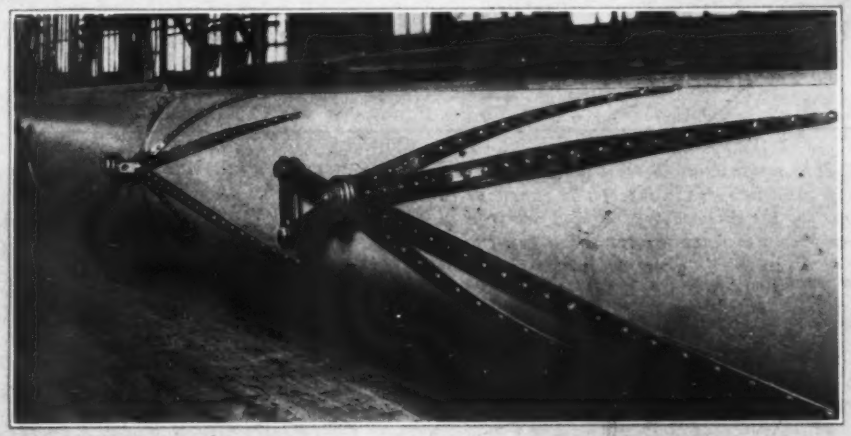
A series of charts which cover the inland waterways along the New Jersey Coast from Bay Head to Cape May showing the most suitable route to be followed on these waters

smooth although breakers will be found across the entire inlet in rough weather. Atlantic City is well known as being the largest seaside resort on the Atlantic Coast and is visited by boats from all parts. Railroad connections with the mainland make it readily accessible and boat connections also provide transportation to Ocean City and points south. A basin nearly a half mile long called Gardiner Basin is used for most small boats which tie up to the bulkheads while visiting and a small wharfage charge is made for this privilege. All sorts of supplies are available and there are also marine railways and shops for heavier work. One of the most prominent of the Atlantic Coast lights will be found at Atlantic City, this being the tall tower of Absecon Light which is 165 feet high and which can be seen for 19 miles at sea.

Ten miles below Atlantic City to the south of Great Egg Inlet is another ocean front resort called Ocean City, which can be reached by following the canals back of Atlantic City and the beach front through what is known as Beach Thorofare. This route crosses Great Egg Inlet which is exposed and may be dangerous for small boats when there is a heavy swell running.

The stretch from Ocean City to Cape May Harbor, a distance of 32 miles, is somewhat shallower than the other portions and a depth of four feet is the limit which can be carried through this section. The channel winds in and out through a marshy country following narrow passages and cuts through the marsh, occasionally passing a larger bay such as Ludlam Bay and Great Sound which is close to Hereford Inlet. Markers throughout the channels will assist the boatmen through these so that there is little danger of going astray. There are several drawbridges which must be passed while on this stretch and these will be readily opened on request. At Ludlam Beach will be found another of the large coastwise lights and the village, Sea Isle City, will afford a convenient stopping place for supplies and rest. There are inlets above and below, one being Corson Inlet, and the other Townsend Inlet. This last is the one generally used and has a depth of four feet across the bar while boats of greater draft can enter at high tide and with a smooth sea. The entire beach front is occupied by one resort village after another and these are all accessible from the inland side by means of this route. Yacht clubs will be found at practically all of the larger places and their facilities are extended to visiting yachtsmen in the usual hospitable way. Stone Harbor is a few miles north of Hereford Inlet. This inlet is subject to rapid change and the buoys cannot always be depended upon. It has a middle ground shoal with channels on either side, while in the entrance there are large areas which are bare at low water and frequently a sand ridge which shows at high water. Breakers form across the inlet in heavy weather and on the shoals at all times. The appearance of the water is the best guide in entering. There is a prominent light on the south side of Hereford Inlet which is practically on the edge of the village of North Wildwood. The few remaining miles to Cape May are generally similar to those which have preceded and follow through the channels in the marsh in the same way as the others. There are several attractive resort villages centering about Wildwood which all face on Five Mile Beach. The harbor at Cape May has been extensively improved and a basin of about 500 acres with very deep water has been created. This harbor is used by many of the large commercial steamers and pleasure boats which enter through the channel between the breakwaters at the Cape May entrance. These jetties are 850 feet apart and the channel in them has a depth of about 17 feet leading into the inner harbor.

Since the channels and passages on this entire route change frequently and some times very suddenly, it is advisable for boats having more than a moderate draft to equip themselves with the latest editions of such publications as the Inside Route Pilot for the Coast of New Jersey which is issued and kept correct as conditions necessitate by the Coast & Geodetic Survey.



New style monel metal tangs for securing standing rigging distribute strains over a large area

The 168-foot stick for Enterprise is built up of many pieces of spruce glued together with special glue

Base of the mast for Enterprise showing interesting details of the hollow construction

TALLEST MASTS EVER BUILT

Spars for the America's Cup Defenders 168-Feet Tall Disclose

Many Original Features of Design and Construction

AS the America's cup defenders take the water, the veil of secrecy which has guarded many of the details of their design, construction, and fittings has largely been lifted. Of the various striking innovations which they present one has aroused more interest among yachtsmen than the huge masts and fittings.

The masts, themselves, are the largest ever built for a sailing vessel, averaging 165 feet in height. That on Enterprise, first of the contenders to be launched is 168 feet long, more than thirty feet too high to pass under the Brooklyn Bridge. In diameter it measures twenty-seven inches at its widest point, which is shortly above the main deck. The shrouds and back stays are attached to the mast, with tang fittings of monel metal, approximately one ton of the metal going into the fittings for the mast and the boom. Tests with the new rig on Vanitie in 1929 indicates that this method of attachment is far superior to the spliced and parcelled eyes of wire rope formerly passed entirely around the mast.

The weight of the mast is approximately 5,000 pounds. It was made of hundreds of lineal feet of small spruce timbers, fastened together by a special type of glue which hardens to a strength greater than that of the fibre of the wood. It was constructed in quarters, each quarter being hollowed out, permitting a hollow space inside the completed mast running from one end to the other and roughly following the outer shape.

This hollow construction not only saves weight, an essential requirement, but also increases stiffness and permits the running of (*Continued on page 92*)

RULES FOR RUNABOUT RACING

American Power Boat Association Announces Requirements for Competition Between Stock Boats Powered With Inboard Motors

THE nation-wide interest in outboard racing during the past several years has resulted in a decided increase in interest in runabout contests this year. At nearly every major regatta, events for the inboard type of boat are scheduled. To care for this new form of competition, it has been necessary for the American Power Boat Association to draw up rules for Stock Runabout racing. These new rules are printed herewith.

As will be seen, the runabouts are divided into ten classes according to the horse power of the power plants, ranging from under 40 horse power up to over 400 horse power. These classes are arranged to take care of all stock runabouts on the market today. In addition the boats are further divided into two divisions according to the amateur or professional status of their owners and drivers; Division II including boats owned and driven by those racing for sport alone, and Division III consisting of those owners or drivers who are connected with the motor or boat industry or who are racing for commercial gain. Hereafter it will not be possible for boat builders or motor manufacturers to enter and race their own boats against the amateur owned or driven craft, providing, however, the local Race Committees choose to separate and race the two divisions separately. No mention is made of cash prizes in the new rules as this subject is, as yet, not a serious one.

Certain definite hull and motor restrictions are specified to assure that the boats and power plants are strictly stock. Minimum freeboard is also specified to prevent some enthusiastic builder from installing inboard motors in some of the lightweight outboard hulls and calling the outfits stock runabouts.—Editor.

RULE I—MANAGEMENT

1. Unless otherwise specified in these rules or the circular of instructions, the American Power Boat Association racing rules shall be followed.
2. All local races and all boats taking part therein shall be under the control and direction of the Racing Committee of the Club or Association conducting the race. All matters shall be subject to its approval and control, and all questions and disputes which may arise shall be decided by it and its decision shall be final except in sanctioned races, where an appeal may be taken in accordance with the rules governing sanctioned races.
3. The decisions of the Race Committee shall be based upon these rules, but as no rules can be devised capable of meeting every incident and accident of racing, the Race Committee should be guided by the ordinary customs of the sea, and discourage all attempts to win a race by other means than fair racing and superior skill and speed.

RULE II—MOTOR CLASSIFICATIONS

1. Each competing boat shall be powered with one marine stock motor as hereinafter defined.
2. Motors shall be divided into classes as follows:

Class A	Not over 40 hp
Class B	Not over 60 hp
Class C	Not over 75 hp
Class D	Not over 110 hp
Class E	Not over 135 hp
Class F	Not over 165 hp
Class G	Not over 200 hp
Class H	Not over 300 hp
Class J	Not over 400 hp
Class K	Over 400 hp

3. In heat races there shall be no change of motors, hulls or crews during or between heats. (Minor changes and adjustments permitted.)
4. Races for each class shall be run separately but motors of a lower class may compete in a higher class unless otherwise provided by the local race committee.
5. Since similar outfits make for better racing the local committee may if conditions warrant it, run similar boats as separate classes.
6. No form of outboard motor (installed outboard or inboard) shall be permitted. (See definition of outboard motor in outboard rules).
7. Boats shall be equipped with an efficient reverse gear and an efficient self-starter of a type capable of turning over motor. Permission to start by other means shall be obtained from the Race Committee.
8. The form of power plant shall be one stock marine motor, not special in any particular. A marine motor is one defined as an internal combustion motor, originally manufactured, assembled, advertised and offered for sale as a marine motor.
9. No form of mechanical super-charger or other auxiliary device shall be employed to increase the compression or volume of cylinders.

RULE III—HULL RESTRICTIONS

1. The boat shall be built, catalogued, advertised and offered for sale by the builder in the same identical form as when raced. At least three (3) boats of similar and identical construction and equipment must have been produced and sold by said boat builder. Installation of power plant by other than the original boat builder shall not be permitted except in cases of replacement, in which case the parts of power plant replaced shall be identical with the original installation and equipment.
2. The hull shall have no breaks in the longitudinal continuity of the immersed surface, no more than

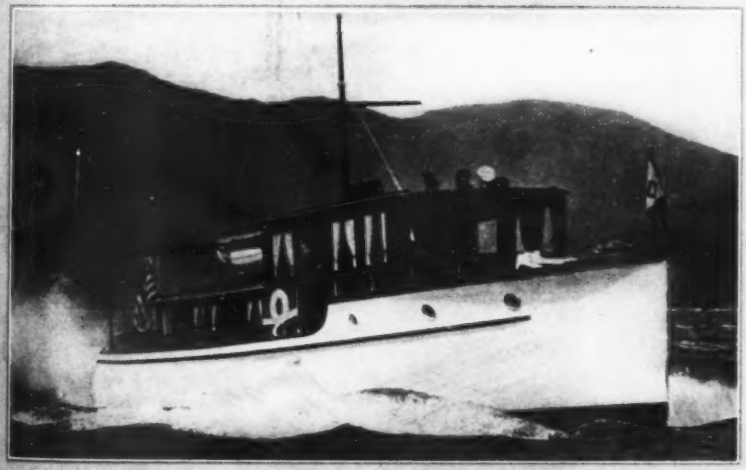
(*Continued on page* 102)

EFFICIENT ENGINES IN SUCCESSFUL BOATS

Scripps Motors Found Under the Engine Hatch in Many Fine Craft

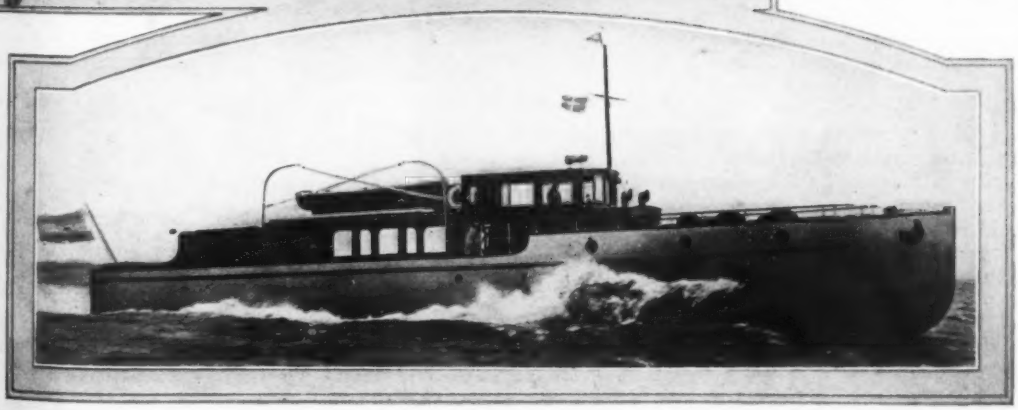
A model 202 Scripps developing 200 h.p. is used to drive this Sea Lyon 40, a stock runabout built by Howard W. Lyon, Inc. Her top speed is 44 m.p.h.

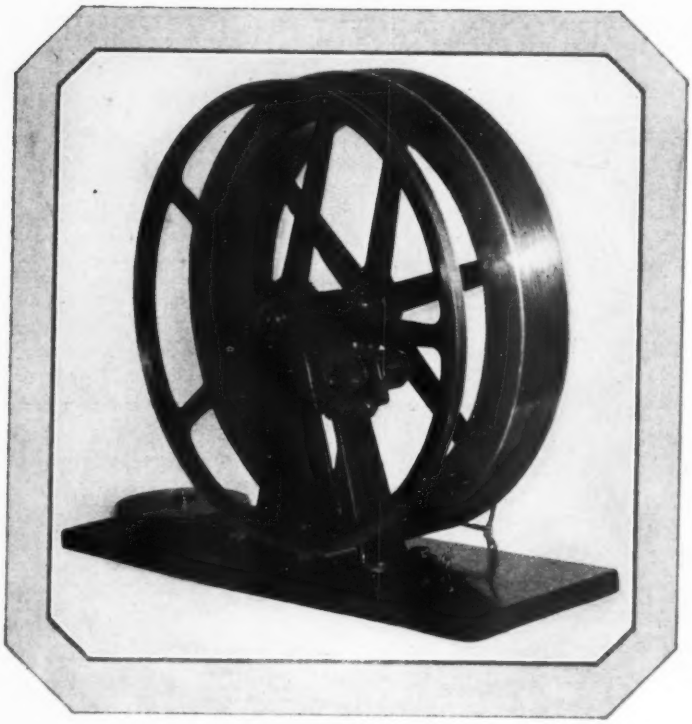
The King 28 Sea Skiff Cruiser is an exceptional performer, making 22-25 m.p.h. with a Model F-6 Scripps



A comfortable Stephens-Kyle 43 in a choppy sea in the Golden Gate. Twin F-6 Scripps motors were selected for flexible and reliable power

Scripps is a favorite in Buenos Aires, too. Epicuén is a big cruiser built for D. Felix Alzaga Unzué. She carries a pair of model 202 Scripps





The wheel at the right is exactly three feet in circumference and measures the wire paid out

MEET THE MECHANICAL SURVEYOR

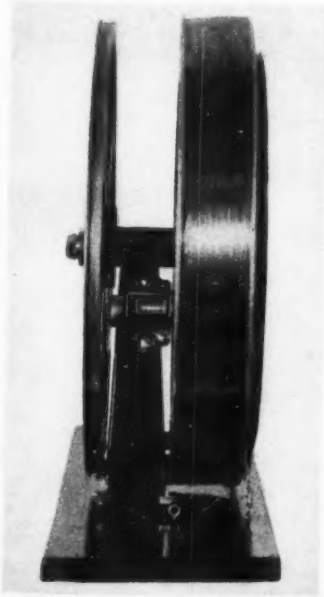
A New and Clever Mechanical Measuring Device Presented to the American Power Boat Association by Commodore Greening for Checking the Lengths of Race Courses

By JAMES W. GALLOWAY

FOR some reason or other no one who is a contestant in a motor boat race ever believes a surveyor. A race course is a rather damp place and it is pretty hard for the layman to see just how the measuring is to be done. If it were on land he could get out the old yard stick and check up when no one was looking or even run the car around it and get the mileage.

Wherever motor boat fans congregate you always hear some one crying "I would have made a new record at Center Lake if it hadn't been for the long course" or "You know Bill they slipped a hot one over on me, they knew I couldn't get down to Fiddlers Lake so they made the course short so they could beat my record."

I guess Commodore Harry Greening became tired of hearing these tales of woe, at any rate he called me out of bed about two o'clock one morning and said "Jim, I have just thought how we can lay out a race course, or check one, in about half an hour." After talking long distance long enough for the A. T. & T. to declare an extra dividend, we decided just what we should do. The mechanical surveyor is the result. One of these has been presented to the American Power Boat Association with the hope that in the future there may be less argument as to the distance around a race course. This machine has been erroneously referred to as a lie detector but it is a plain piece of machinery and not a detective.



A three-quarter view of the mechanical surveyor showing the reel which holds ten miles of wire

In laying out, or checking, a course use is made of a continuous measuring wire at least as long as the course itself made of hard drawn monel wire. The wire is drawn through diamond dies to a diameter of ten-thousandths of an inch and does not vary as much as a half thousandth in a piece ten miles long. The wire will break before it stretches, which is very important, otherwise it would be

(*Continued on page 92*)

SIMPLE SIMON—AN EASY ONE

A Useful Little Sail and Outboard Design of Simple Form With Many Detail Sketches to Simplify the Construction

Designed Especially for MOTOR BOATING

By WILLIAM ATKIN

Part II

IF you expect to have a nice job in Simple Sinon; all fair and like the plans, you must make a form for each of the stations shown, and of these there are three. The forms will be made from 3/4 inch spruce. Each form will have a bottom member about 5 inches wide and two side members; then there will be a strip of 3/4 by 3 inch spruce across the top at the line of the sheer. The sides will lap the bottom piece and should be well fastened with nails. Each form should have the position of the water line marked, the position of the center line, and the location of the sheer. The forms will be set up so that the boat will

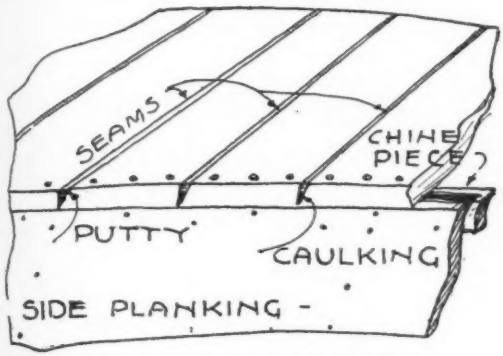


Figure 1. Showing outside of bottom planking

be bottom side up; which will be the easiest way to build the thing.

The stern board will be made from 5/8 inch white oak in a single width as shown in the construction plan. You will notice that there is a 5/8 by 1½ inch cleating around the sides and bottom, this cleating to be fastened with screws, either brass or galvanized iron. Before applying the cleating, notches should be cut as shown, both for the chine pieces and side seam battens. It is always good practice to paint between the surfaces of all wood joinings in boat construction.

The stem or bow piece will be made from 5/8 inch white oak and finished in precisely the same manner as the stern board. Mark the sheer and center line on both the stern and bow boards.

With the forms and the bow and stern made, the boat can be set up. An easy way to do this is to stretch a level line about two feet above the floor for the length of the boat which, by the way is 14 feet. Then set up the center form, placing the water line marked thereon 6 inches below the leveled string. The form must be set both level and plumb. Fasten to the floor with 7/8 by 3 inch bracing in a secure manner. The rest of the forms and the stern and bow pieces will be set up in the same manner, in every case setting the water line as marked on each member 6 inches below the level string.

If possible use a single width for the side planking; however if sufficiently wide lumber cannot be gotten, use two planks on each side. In the latter case it will be necessary to run in a 1/2 by 2 inch oak batten in back of the seam. This will come half way up the form for each station and half the height of the stern and bow pieces. The batten will be let into the forms and fastened temporarily.

The chine piece will be made from 3/4 by 1-1/2 inch white oak and will be let into the forms, and into the cleating on the bow and stern boards as indicated.

The side planking will be made from 5/8 inch thick white cedar or fir. The plank next to the bottom will be applied first. To get the correct shape of this simply spring the piece from which the plank will be sawn around the forms and clamp it in place. Now run a pencil line along the bottom edge of the chine piece, and also along the edge of the seam batten. Cut out to this, but take off half the width of the seam batten so as to bring the seam in the middle of the batten. Do not cut off the ends until the plank is fastened.

This plank will be fastened with screws along the side of the chine piece as shown in Figure 5. The screws being set on 4 inch centers. The edge along the batten will be also fastened with screws, these should be approximately 3 inches apart. The upper side plank will be fitted next and in the same manner as the one along the chine piece. The side frames will

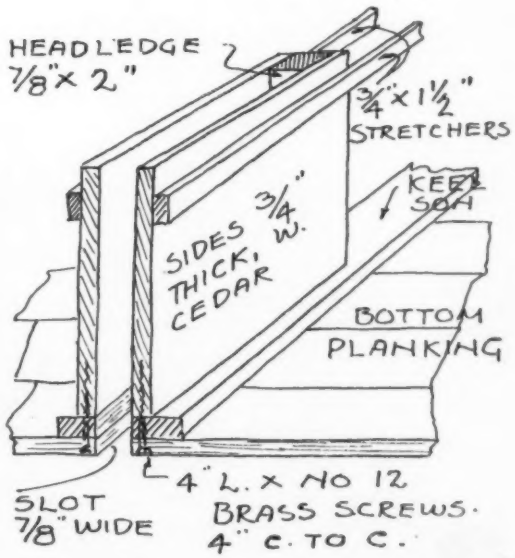

HEADLEDGE 7/8" X 2"
3/4" X 1 1/2" STRETCHERS
KEEL SOLID
SIDES 3/4" THICK, W. CEDAR
BOTTOM PLANKING
4" L. X NO 12 BRASS SCREWS. 4" C. TO C.
SLOT 7/8" WIDE

Figure 2. Showing arrangement of centerboard trunk

be made from white oak and fitted as shown in the plans. There will be six of these each side. At the bottom the frames will be 3/4 by 2 inches tapering at the sheer to 3/4 by 1 inch. These will be fastened through the planking and the chine piece with a long copper boat nail riveted up; and through the planking and seam batten with screws. Screws also will be used for fastening to the planking.

The keelson will be made from 1/2 by 6 inch oak and will be run along inside the bottom planking. This means that the bottom of the three forms will have to be notched to take the keelson, and also there must be a notch in the cleating on the bow and stern pieces. When the keelson is all in place the bottom planking can be laid.

First, however, plane off the edge of the side planking and chine pieces so that a straight edge running across the bottom will lay nice and fair across the bottom. Begin the bottom planking in the middle of the boat and work out towards both ends.

The bottom planking will be made from 5/8 by 5 inch wide white cedar and will be laid athwartships, that is, across the boat. The edges of these planks will be beveled slightly as indicated in Figure 1, and will be caulked with several strands of cotton wicking. The bevel should be about 1/16 inch in the thickness of the plank; slightly less if anything. The inside joint must be made up tight. Use screws or galvanized iron boat nails for fastenings, screws are best. After the bottom is all on it must be planed smooth. Then pay the caulked seams with red lead paint and putty. See Figure 1.

The center board trunk is shown in Figure 2. The slot for the board will be 7/8 inches wide and 15-1/2

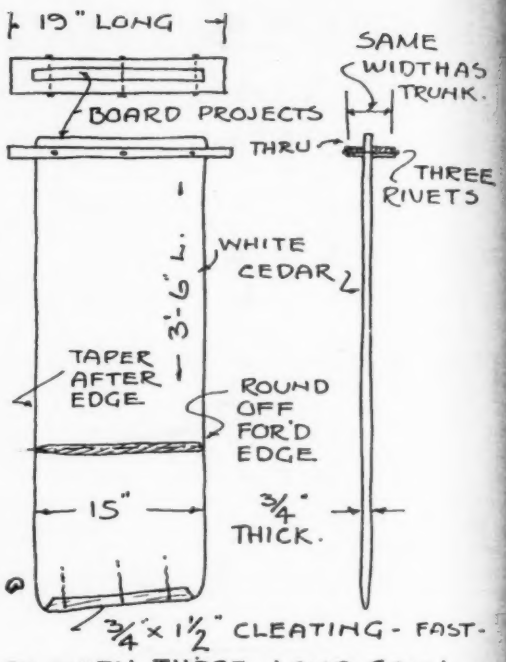


Figure 3. The center board

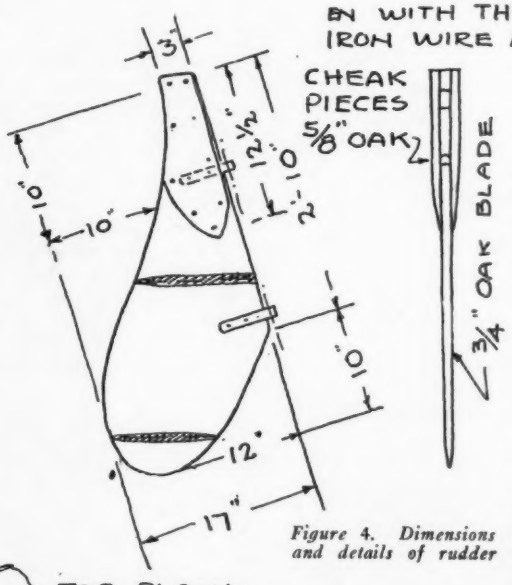


Figure 4. Dimensions and details of rudder

inches long. The trunk will be made up first. The two headledges being made from 7/8 by 2 inch oak; the sides being 3/4 inch white cedar. Screw the sides to the headledges. Fit to the inside of the bottom and fasten with long brass screws spaced as shown in the drawing, Figure 2. Set the trunk down in marine glue or white lead.

The mast step will be made from 1-1/2 by 2 inch oak and will be through bolted to the bottom.

Now the hull can be turned right side up so as to proceed with the deck work.

There will be a shelf made from 3/4 by 1 inch oak fastened inside the side frames along the sheer; the deck beams rest on this. The shelf will be through fastened with a copper nail at each frame.

The deck beams will be made from 3/4 by 1-1/2 inch oak and set one at each frame head, and one between. They will be fastened to the shelf and to the heads of the frames. A crown of about 2 inches in the width of the deck will be cut on the beams.

At the place where the mast goes through the deck a doubling piece of 5/8 inch spruce will be let into the deck beams. And at the stern you must remember to cut in the headers either side of the hatch that takes the clamps of the outboard engine.

The deck will be made from 1/4 inch thick plywood or 3/16 inch Masonite, fir or other lightweight wood. The plywood is obtainable in large pieces, and so there will be very few joints. The underside of the plywood

(*Continued on page 78*)

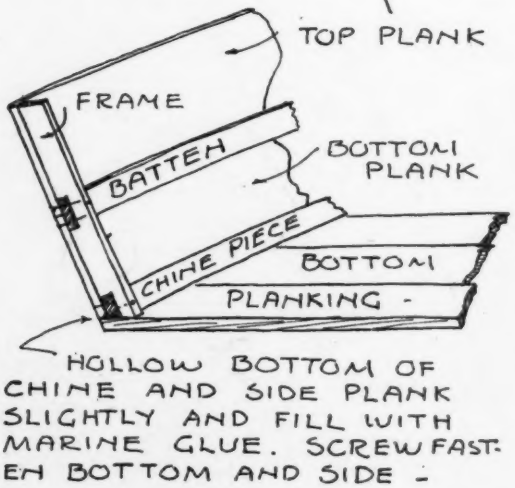

TOP PLANK
FRAME
BATTEN
BOTTOM PLANK
CHINE PIECE
BOTTOM PLANKING -
HOLLOW BOTTOM OF CHINE AND SIDE PLANK SLIGHTLY AND FILL WITH MARINE GLUE. SCREW FASTEN BOTTOM AND SIDE -

Figure 5. Showing the construction of side and bottom

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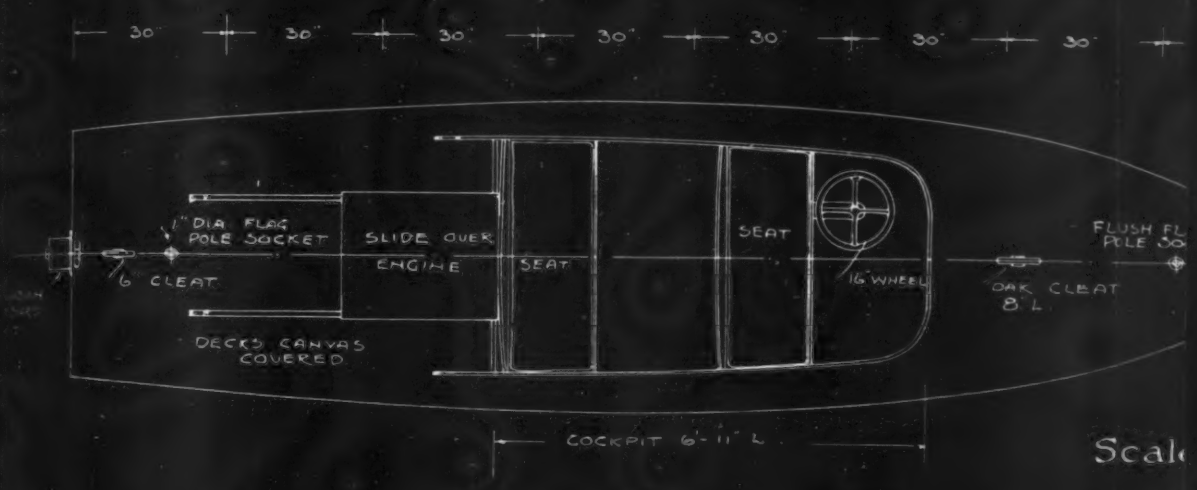
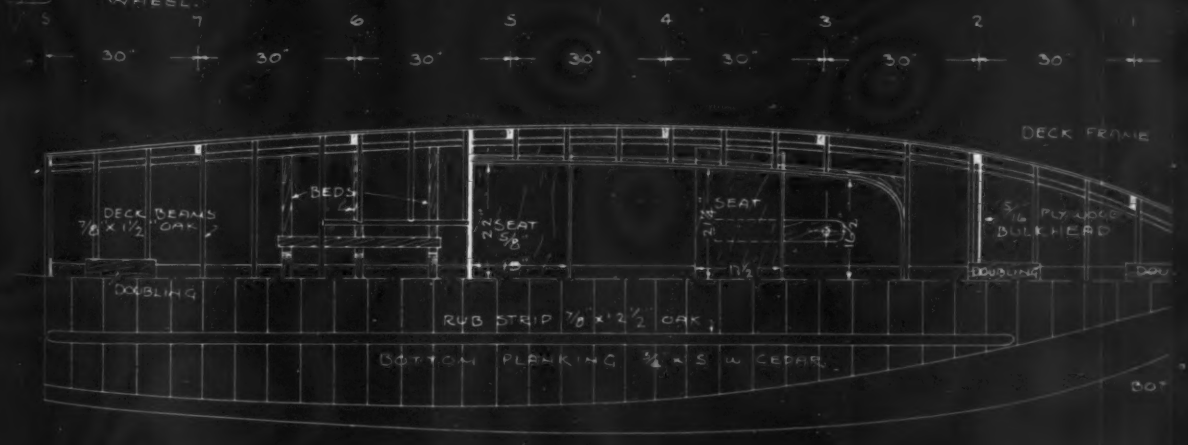


Scal

DECK - ¼ PLYWOOD COVERED WITH LIGHT CANVAS
L.W.L.
⅞ x 2½ RUB STRIPS
HALF SECTION AT STA 7
COAMING ½" MAHGY
SHEER ⅞ x 2" T.P.
SEAT
L.W.L.
HALF SECTION AT STA 5
PLANKING
3 STRAKES EACH SIDE - ⅝ CEDAR
⅞ x 2½ OAK SEAM BATTENS
BOTTOM PLANKING ¾" W. CEDAR

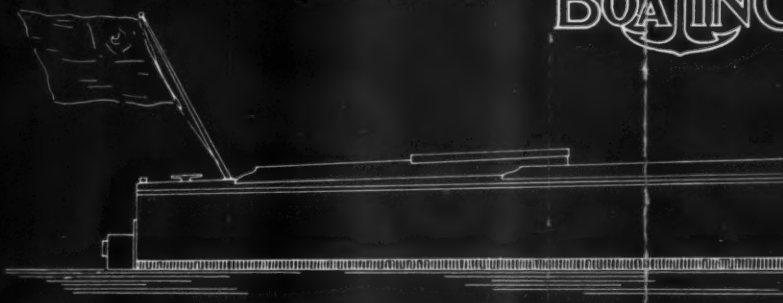


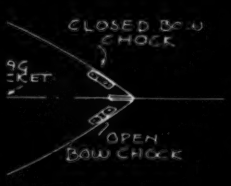
TING'S Build A Boat Serie

WIDOW"

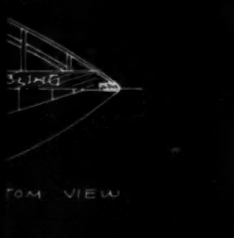
20-Foot Runabout

Designed Especially for MOTOR BOATING

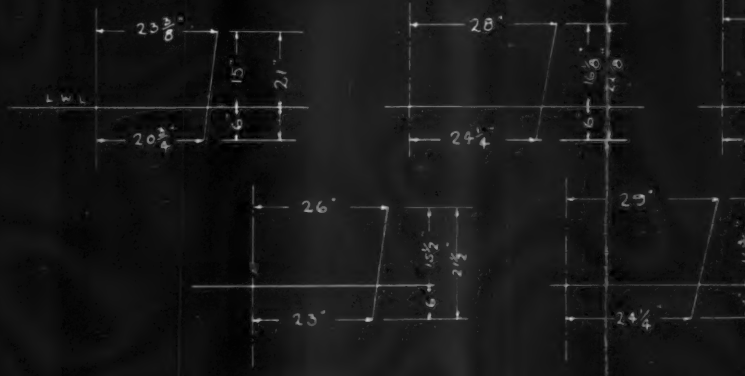


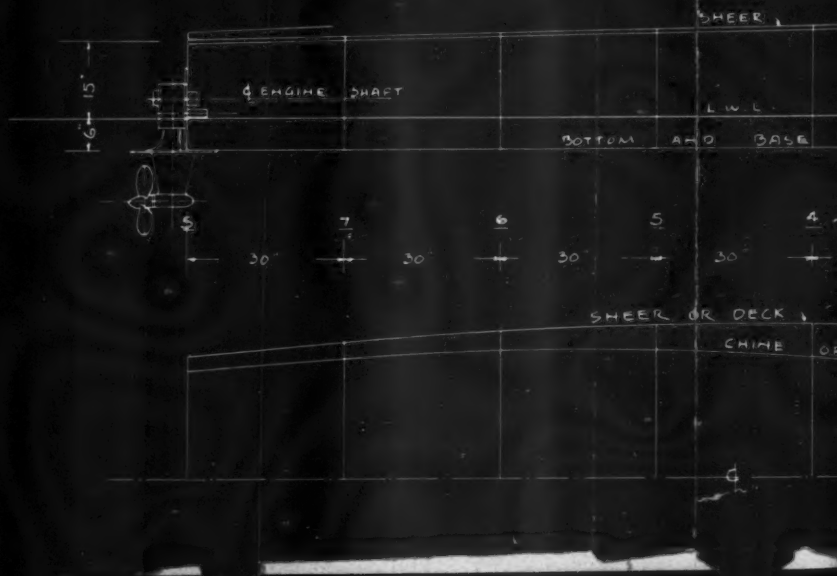


: 3/8 Inch = 1 Foot



TOM VIEW





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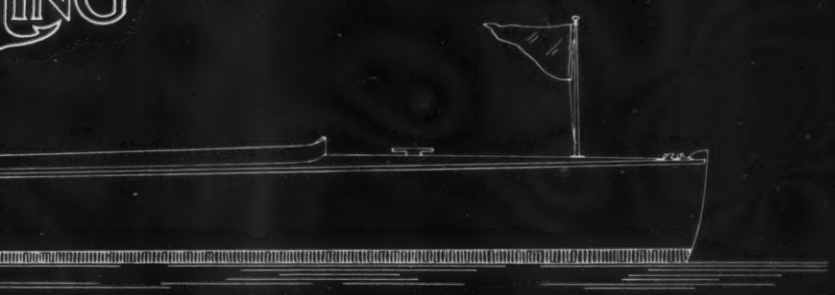
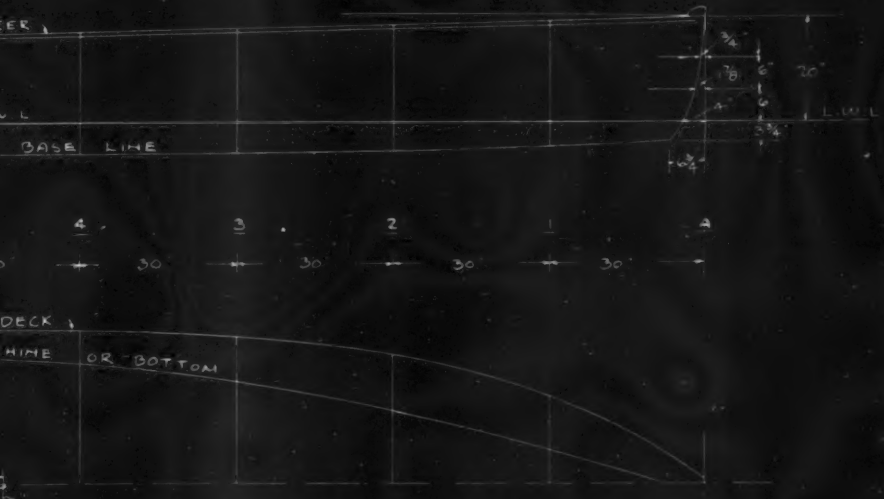
by WILLIAM ATKIN





WIDOW—ANOTHER EASY ONE

A Simple Twenty-Foot Runabout of the Flat Bottom Type Equipped With the New Inboard Outboard Drive With Engine in the Stern

Designed Especially for MoToR BoatinG

By WILLIAM ATKIN

Part 1

AS a sort of a complement to Simple Simon I present herewith the runabout Widow; being another easy one from the amateur builder's standpoint; but for all of that a first rate little craft and one having many possibilities. It is not always the gilded and chrome plated boat that gives the greatest pleasure, nor is it always the craft having the highest speed. No, not by a long shot!

Widow is not one of those tiny cockleshells; but an able boat having a length of 20 feet, a breadth of 5 feet, and a draft, hull only, of 6 inches. She has comfortable seating room amidships for four persons and will safely carry six. The freeboard at the bow is 20 inches and at the stern 15 inches, so you see this is quite a chunk of a hull.

I have tried to make everything as shipshape and seaman-like as possible, giving the design the earmarks of the water rather than the characteristics of the automobile. I believe when the man comes along who is to become the Ford of the boat business that the secret of his success will lie in the fact that he will turn out a boat that is a boat and not a combination of automobile and boat. Somehow I cannot help but think that buyers of boats feel much the same and that they will instinctively want only practical features in the craft they buy—features that belong on the water rather than in the showroom and factory. Just wait a few years and you will find I am right.

So Widow is a boat. You will notice that the cockpit is 6 feet 11 inches long and nearly four feet wide, which gives plenty of room for moving about. I always feel that the most comfortable wheel is the type with vertical shaft as shown; it is certainly the easiest to install. The reverse gear and controls for engine will be on the port side of the steering wheel, out of the way and convenient. I should use a lever gear for connecting the wheel to the rudder.

The engine is aft and drives its propeller through a Columbian outboard drive. In this the strut and propeller turns in the part of the unit which is bolted to the stern and so a separate rudder is not needed. This unit is large enough to handle 100 h.p. and is not expensive. Provision is made to connect to steering wheel with the minimum of complications.

There is a watertight bulkhead forward of the engine made from 5/16 inch plywood or 3/16 inch Masonite. Rather than hinged hatches I believe a sliding hatch just as shown is better and more shipshape. Two cylindrical gasoline tanks of approximately 20 gallons each will be installed either side of the engine; these can be fitted up under the deck and will feed by gravity.

Fit one closed and one open chock at the bow, using the closed type for the mooring line. All these little craft when at a mooring swing around a lot and bobble about so much that lines never will stay in an open chock. When the line jumps out it saws over the edge of the deck and against the stem and chafes off in no time. Put a strong oak cleat on the deck for making the line fast. This should be at least 8 inches long. A smaller oak cleat should be bolted on the deck aft. These with two flag pole sockets will complete the hardware on deck.

The seats will be made from 5/8 inch thick cedar or spruce and will be fitted with lazy backs. I should use canvas covered kapoc filled cushions on the seat only; the seats should be kept low, the top of the cushions being not over 12 inches above the bottom of the boat.

Build a light grating for the bottom and make this in several pieces so as to be easily removable. The grating need not be more than an inch from the bottom; just enough to keep the feet dry if a little water splashes into the boat.

A plain little boat like this Widow should be painted simply, leaving out all fancy stuff. All she needs is her name on the stern and her numbers either side the bow.

This boat will be built just like a big skiff for indeed this is just what she is. There will be three planks on each side and these had better be butted on battens. Side frames set on 30-inch centers will be all that is required in the way of frames. And the bottom will be laid athwartships same as in a skiff.

Her form is as simple as can be, the bottom being straight and parallel to the keel from station 3 and aft. Forward of this point there is a slight upcurve, the purpose of this being to prevent the bow from rooting when running off a sea. There is plenty of flare forward and enough aft to give stability.

Before beginning work the lines of this boat should be laid down on a convenient floor to full size. It will be best to lay a sheet of heavy paper on the floor on which to draw the thing. Red building paper such as used for insulating purposes in house building is excellent for the purpose. This paper should be 21 feet long and 30 inches wide.

Snap a straight line along one edge, after it has been tacked down, and about 2 inches from the bottom. Above this snap a second line 6 inches above the first; this will be the L.W.L.

Now erect perpendiculars at 30 inch centers as shown; these will be the stations from A to S, nine in all. At A measure up 20 inches; and at S 15 inches. A line snapped between these two points will indicate the sheer.

The deck and chine line will next be drawn in. Use the base line for the center line. Beginning at Station 1 measure (dimensions are given in sections above profile of line drawing) up 6-1/4 inches. At Station 2 measure up to 13-5/8 inches. At Station 3 measure up 19-3/8 inches; and so on until the stern is reached. A batten run through these various points will give the curve of the bottom at the chine. The deck line is found in the same manner.

After the deck and chine are all drawn in, put in the sections. It is these from which the forms are to

(Continued on page 78)

SMALL MOTOR BOATS

Their Care, Construction and Equipment

A MONTHLY PRIZE CONTEST CONDUCTED BY MOTOR BOATMEN

Questions Submitted for the August Contest

1. Explain and illustrate a practical method for the amateur to lay out and cut the rabbet in the stem and keel.
Submitted by W. B. M., Newburgh, N. Y.

2. How would you get a line aboard a disabled boat in bad weather and what method would you use in towing the boat to port?
Submitted by W. B. M., Newburgh, N. Y.

WHAT TO DO WHEN THE ENGINE STOPS

Clever Suggestions by Ingenious Readers Will Serve as a Guide in Locating Difficulties With an Obstinate Engine

Answers to the Following Question, Published in April MoToR BoatinG

Give a systematic procedure to be followed in locating the trouble when the motor suddenly stops or refuses to run. Give details of any unusual experience you have had with your motor along this line and tell how you located the trouble.

KNOW YOUR ENGINE

(The Prize-Winning Answer)

WHEN the engine refuses to start or stops suddenly, a printed list of the possible points to look for the trouble may help the beginner, but as often happens when dependence is placed in such things, the list cannot be found and the operator has never bothered to memorize them.

There was a time not many years ago when every engine was a law unto itself and you had to know your engine to successfully operate it. Nowadays engines are standardized and much more reliable, but even so, the best policy is to know your engine. Study its construction from the catalog and from the engine itself. Every time you have trouble remember where, and why, and how you fixed it. Learn to recognize the various sounds. You will soon develop a familiarity with the engine that will enable you to instinctively know, when it suddenly stops or refuses to start, that the gas is gone or a certain spring is out of place or some other thought like that.

If you acquire this knowledge you will be doing more than just storing up information to be of use when trouble comes. You will commence to do things to avoid trouble and when you once start to do that you are on the road to becoming a good operator.

No list that I could give would be complete and possibly a dozen lists would not cover everything but the boatman who is really interested will be on the lookout for such information at all times and will acquire all he needs during the first year.

If you have made any adjustments, repairs or alterations, and it refuses to start, you will have to look up all that you did until you find the trouble. It would take a book or more to hold a list of possible things that have been deranged by inexperienced tinkering. If the engine ran alright on the previous trip and has not been touched since, but refuses to start, the following points may help in locating the trouble.

If the electric starter snaps the engine over briskly the battery is alright but if this action is weak or does not turn over at all, then the battery is weak. If you resort to a crank, the battery may still be too weak to operate the ignition system. Test this by removing one of the spark plug wires from the plug and placing the terminal just a little distance away from the engine.

When the engine is cranked you should see a good spark. If not, test the battery with the hydrometer and if below the limit you must recharge it or borrow another battery.

Periodic hydrometer testing will avoid much of this trouble, but once in a while a short circuit develops that drains the battery when it is not in use. In such shorted circuits, do not put the battery back in circuit until the trouble is found. Use an ammeter to locate the trouble. Good wiring properly installed will rarely develop a short, and there should be a master switch to disconnect everything when leaving the boat. One such short circuit was caused by an electric horn which had received some attention on the previous trip to increase the sound. The careless use of a tool scraped away some insulation which allowed a current of one ampere to flow continuously through one coil yet did not interfere with operation, yet it drained the battery before the next week-end. There was no master switch then. A battery was borrowed and the short found with the ammeter.

If the battery tests strong, look for a broken wire, loose or dirty connection, blown fuse, broken or stuck contact points, leak in high tension wires or dirty spark plugs.

In one coil ignition system there was a flat spring carrying current that had become cracked and separated just enough to interrupt the current although it was held so as not to fall apart. This took some time to locate but the ammeter found it by the process of elimination. In a high tension magneto system the contact points would become covered with a film of

oil if it was idle for about 6 hours. I used to clean these with gasoline before attempting to start, and in about a year all the oil seemed to have worked out of the casing. This same magneto gave one knot to find. The breaker lever operated on a pin with an insulating bushing. This bushing became swollen and retarded the quick motion. It was found by observation and removed, scraped, cleaned and oiled, and never again gave trouble although I always remembered it.

All troubles are not electrical but it seems that most of mine were from that source with a few due to the gasoline system. You will note that these hints not only refer to sudden stops but to failure to starting the engine.

In case of gasoline trouble, see if the shut-off cock is properly opened, the tank may be empty or not properly feeding to the engine, the carbureter may have some water in it that interferes with its action.

You should get the habit of draining off the water from the bowl of the carbureter and checking the gasoline level. One of the frequent causes of trouble in one of my boats was the stoppage of gasoline caused by a chip or shaving getting over the outlet hole in the tank. I could tell by the back firing when the engine stopped from lack of gasoline. Eventually all these chips were fished out and a screen put inside the tank at the end of the outlet pipe, but prior to that I used a rubber hose attached to a pet cock in the gas line to blow the obstruction away from the top of the pipe.

There are many points for mechanical break-down but usually these are readily located. With remote controls, the various levers, rods, wires, springs, etc., may become broken or not properly operate the engine controls. Look up this feature. A valve spring may break or even the valve operating parts. A spring broken in two may be temporarily repaired by slipping a common washer between the broken parts so that it will act as two short springs.

The oil and water systems should be inspected regularly and can be eliminated when looking for trouble unless the stop is a slow one due to sticking of the pistons. A burned out bearing will not be hard to locate.

In one reverse gear, the shifting broke something inside which jammed and stopped the engine as if it had hit a stone wall. The trouble was easily located but it was a dirty job to get at.

L. R. K., Philadelphia, Pa.

MARINE TROUBLE SHOOTERS

THE trouble with most trouble shooters, amateur and professional, is that they are shooters. They jump to conclusions and, with speed wrenches and ratchet screwdrivers, soon have dismantled, patched up, readjusted, or replaced what they have picked as the offending unit or part. If their guess is poor, and the motor remains dead, they pick on another unit and go over it with as rapid consistency as the first. Sometimes hours may be lost thus when a better knowledge of the motor and its operating conditions would have prompted an accurate diagnosis and saved much time and effort. Even a veteran should study the instruction book of a new motor or one that is strange to him.

Of course, if there is a storm, or conditions of tide, shore, or other craft make drifting or anchoring impracticable, no time must be lost in getting the motor in operation. But it is well to reconsider the causes of the stopping with such questions as:

Was the motor hitting all right until stopping?
Is the gasoline feed all right at the carbureter?
Was there any unusual knocking?
Are oil and water O. K. and circulating?
Do spark and throttle controls work freely and to limits?
Is there any unusual bind or drag in driven units, such as shaft, propeller, reduction or reverse gears?

The hitting factors are largely electrical. One can soon check over his wiring. Loose, broken, or frayed terminals and cables are easily fixed. Oil-soaked or scorched ones may be elusive. Spark plugs are easily cleaned and adjusted if one has a good wrench and small parallel pliers. Distributor or magneto points needing resetting or cleaning call for more skill and care, but still only a matter of minutes.

Gasoline feed is readily tested, but the variety of vacuum, mechanical, and electrical pumps often employed makes repair more difficult. Tapping or shaking a line sometimes removes dirt or sediment. Stuck floats or valves of vacuum tanks can often be jarred loose. Due to fire risk, it is best not to disassemble other types of pressure pumps at sea. One can rig up a large oil can, pail, or rubber bucket as an emergency fuel tank, arranging the same to provide a short gravity flow to the carbureter. Before loosening a drain plug or connection on the main gas tank (where there is no drain cock), it is advisable to squirt kerosene or light oil on the threads.

If a bad knock precedes the stopping, it generally means a burned-out connecting rod bearing or main crankshaft bearing.

(*Continued on page* 94)

RULES FOR THE PRIZE CONTEST

READERS are urged to conider the above questions for the August issue, and send answers to them to the Editor, MoToR BoatinG, 57th Street at Eighth Avenue, New York, N. Y. Answers should be (a) in our hands on or before June 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the senders' names and addresses.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before June 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the questions above, any article or articles sold by an advertiser advertising in the current issue of MoToR BoatinG of which the advertised price does not exceed $25 or a credit of $25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of MoToR BoatinG of which the advertised price does not exceed $5, or a credit of $5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

CURING A LEAKY HULL

Troublesome Small Leaks in the Boat Must Be Carefully Searched for and Can Be Readily Repaired

Answers to the Following Question, Published in April MoToR BoatinG

Describe and illustrate how the leaky seams in a boat hull can be located and calked without the necessity of recalking the entire hull.

STOPPING THE LEAKS

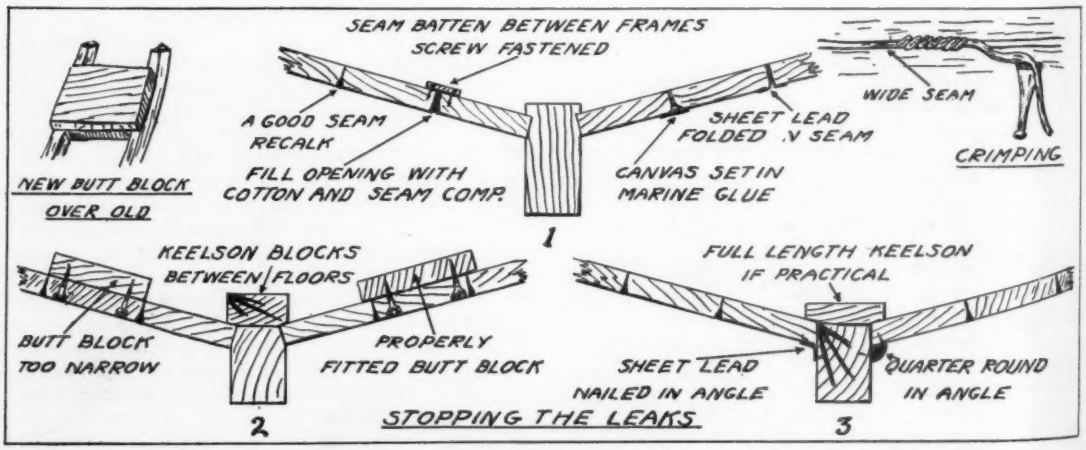
(The Prize-Winning Answer)

ANY boat will dry out during the winter and as the wood and calking dries, the seams will open. If the boat is not too old, these opened seams will close as the boat soaks up. Paint the bottom early in the spring and get some water in the bilge just as soon as you feel that it will not freeze. If you can not get the bottom painted, put the water in anyway. A little dampness or water will not prevent most bottom paints from drying or adhering to the wood. All boats leak when first put over but should close up in about 24 hours. As a boat ages the possibility of leaks increases and eventually you will find them. Small ones at first. But they will not cure themselves and when neglected get worse each season. Some day, unless the club steward pumps her out you get a hurry call to man the pumps before she sinks. Pumping gives only temporary relief and must be repeated at intervals until the leaks are repaired. You will not care to haul out again to recalk a few leaky seams, so give the matter of small leaks due attention at fitting out time.

Locating a small leak sounds easy, but after you have put water in the bilge and soaked up the planking and tried to locate the source of the drops or a small stream of water, you will agree that the leak may be anywhere along the seam within a range of several feet each way from the spot where the water drips off. Sometimes water will leak in where it will not leak out. This is especially true of leaks along the garboard. When the boat is blocked up on shore the whole of its weight comes on the keel, rather than being distributed over the submerged portion of the hull, causing the opening to close to such an extent that water will not leak out. The joints between the garboard and keel shown at 1 and 2 will be likely to close when the boat is blocked up on shore, while the joint shown at 3 would be likely to open. This is particularly true of 3 if water was left in the hull and allowed to freeze while laid up or if the bilge blocking was improperly placed, allowing an uneven pressure on the planking.

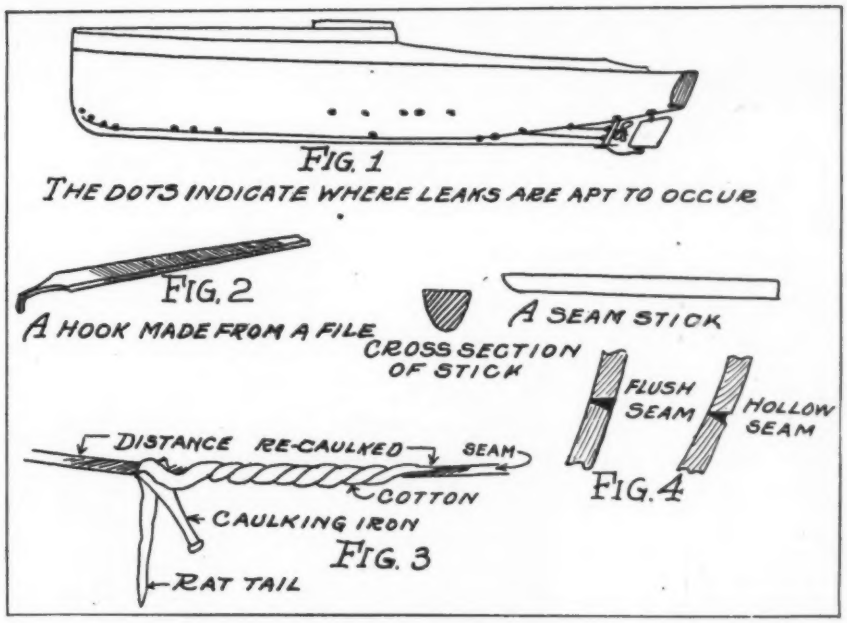
Where flooring or ceiling does not prevent inspection of the hull for leaks before the boat is hauled out, carefully look over the bilge. Scrape out the mess that usually collects in the bilge and soak up the water with a sponge. Then with a flashlight or an electric trouble light look closely along the joint between the garboard and the keel and then each seam to the waterline. Do not use matches or a candle. There may be some gasoline vapor in the bilge. Around the stem and transom are likely places for leaks. Leaks of any account should be evidenced by water oozing or bubbling in at the opening and running down the planking.

When examination for leaks before hauling out is impractical, place the boat on an approximate level keel and fill the bilge with water to the floor. After the boat is hauled and before the seams have dried out is the best time to look for the leaks. Even seeping leaks may be located by putting water in the bilge. Note where the water first appears and where it drips off. Follow along the seam to the point where you think that the leak occurs and place a small pine stick, a match stick, for instance, in the seam at that point. Water will drip off at the stick and by using several sticks the tight area may be eliminated until the leaking part of the seam is found. Use the same method at the stem and stern and at butt blocks. A careful examination of the seams, even if there is no water in the bilge, will show flakey edges at the points where



Illustrative sketches by W. B. M. to bring out his suggestions for remedying leaks in small boats

leaks are most likely to be found. Badly discolored or dead looking calking is always indicative of a leaky condition, although the calking may not be dead in every seam that leaks slightly. Seams that would leak badly can be located with the point of a pocket knife, for they will feel soft and hollow while tight seams will be hard and firm. Most seams that show open in the spring from drying out will close when the boat is put overboard or soaked up before launching, and require no attention to make them tight.



J. E. M. shows where leaks will develop first and gives suggestions for repairs

Butt blocks are often the source of troublesome leaks. They may split and allow the fastenings to loosen and the working of the planks pushes out the calking. This condition may be remedied by screwing on wider butt blocks. If the damaged block does not extend beyond the width of the butted plank, remove it and fit one that does. Butt blocks should always be of hard wood. Where the old butt blocks were properly fitted, new blocks extending across the adjoining frames may be fitted and the planking refastened through the old blocks into the new. If for any reason a seam has been improperly made or has lost its V shape, battens screwed to the inside of the planking between the frames will remedy this condition so that the calking will not be driven through the seams. Set the battens in thick paint.

A hurried job of locating and repairing the leaks will be of little avail. Take plenty of time to locate them all and mark the leaky seams with chalk at the ends of the questionable parts. It is not necessary nor is it advisable to recalk a seam its full length when but a small part is leaking. The seams along the garboard and keel are most likely to need attention, especially if water has been left in the hull all winter. At any rate, a small amount of water will remain along the keel, keeping the calking wet until it freezes and the ice tends to force the planking away from the keel. Plenty of salt sprinkled along the keel will prevent the water from freezing until it leaks out and the seam will be kept damp. This prevents much of the drying open of the seam. This seam, being harder to fit than the others is more likely to be slighted, thus increasing the difficulty of keeping it tight. An oak keelson wider than the keel will back up such seams that are not rabbeted and at the same time reinforce the construction. In old boats bad seams will most likely be found between the keel and the garboard, at the turn of the bilge and just below or at the waterline.

Sources of leaks not in the planking seams or joints are around the shaft log and stopwaters. Copper or sheet lead patches set in thick white lead will stop the leaks from checks in the shaft log but they are unsightly. A lead or bronze sleeve in the shaft hole is a much better repair and is permanent. Pouring melted paraffin around the shaft to fill the shaft log checks and the clearance space has been recommended to stop the leaks and steady the shaft. If it does not work, a hot rod will melt out the paraffin and no harm will be done. The turning shaft will soon wear clearance for itself. Stopwaters that are found to be loose should be driven out and new ones fitted. Stopwaters are made from soft pine by whittling them slightly, tapering so that they drive in hard, and they are not set in paint. The idea is that the soft wood will swell and prevent the passage of water through the joint. Do not calk a checked timber. The swelling of the calking will open the crack still farther.

Many garboards are cracked when first put in position and later the cracks develop into full-fledged leaks. A small strand of cotton wicking in the check with a heavy coat of paint on the inside and putty over the wicking is the first remedy. Seam compound in the checks is as good or better than putty. If this fails, a batten on the inside, set in thick paint and screwed to the planking or marine glue and canvas is the only recourse other than putting on a new garboard.

With the leaks all located and marked you can get ready to recalk the spots. Carefully loosen the old putty or seam compound from the seams and then with the bent tang of a file hook out the old calking and putty for a distance of a foot or so each side of the leak. In removing the calking, try to work so that the end of the calking that is not to be removed will be tapered in such a manner that the new calking will lap rather than butt the old. Calk with the best yacht cotton and get it into the seams evenly. On small boats with close seams one or more strands of cotton wicking rolled or driven into the seams will be satisfactory.

In recalking a portion of a seam pare down the end of the cotton and roll it to resemble a rat's tail. Start the rat tail end so that it laps the pared down portion of the old calking and proceed to the end which is finished off in the same manner as the start. Wide seams should not be filled by in- *(Continued on page 98)*

YARD AND SHOP

Notes of Interest to Both Owner and Manufacturer

MANY RUNABOUTS SOLD ABROAD

THE increasing foreign demand for high-grade runabouts of American manufacture is admirably set forth by Dart Boats, Inc., of Toledo, Ohio, who report shipments of several carloads of Dart Runabouts to Stockholm.

Sweden, with its great amount of navigable water and its sport-loving, prosperous people, has absorbed in the past year a substantial portion of Dart's foreign volume. Webb C. Hayes, II, president of Dart Boats, Inc., reports foreign sales of Dart Runabouts to be in excess of 400% greater for the first quarter of 1930 as compared with the corresponding period of last year.

President Hayes attributes this phenomenal export sales increase to two things: increasing realization by the foreign consumer of the inherent quality, workmanship and design of American made motor boats; and to the appointment of J. W. Shillan, of London, England, as European Sales Manager. Shillan's efforts for Dart abroad have been noteworthy and unceasing and he has done much toward promoting and developing Dart's present European volume.

A Matthews cruiser being lowered into the water at New York for Bruns Kimball. So efficient is the handling that it is ready for its test runs within two hours after its arrival by flat-car

SHOW BOAT GIVEN TRIALS

The 45-foot Ludership pictured below, an outstanding exhibit of the New York Motor Boat Show, has recently had trials on Long Island Sound where, with her two Sterling Petrel engines, an actual speed over a measured course in excess of 30 miles an hour was obtained.

The boat is a marvel of smooth running, the engines being muffed or silenced down to the quietness of a motor car.

With its accommodation for three or four people in an emergency, and a crew of two, the Ludership is primarily a commuter, but with comfort and accommodation for afternoon and week-end cruising. The boats show in a sightly choppy sea the efficient manner in which the spray is turned over and thrown away from the hull. The level riding at top speed is also noticeable.

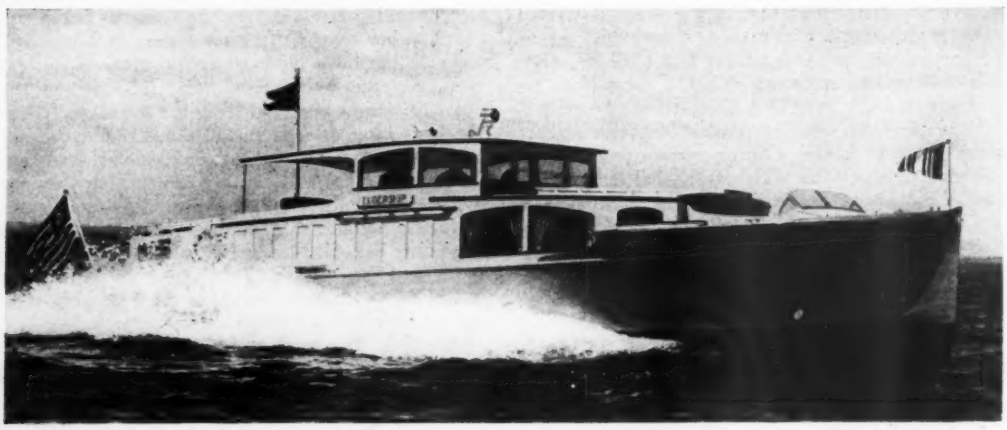
INDICATIONS OF PROSPEROUS SEASON

The M. L. Oberdorfer Brass Company of Syracuse, N. Y., manufacturers of marine pumps and safety devices, announces the largest March business in several years. This is an indication that the marine field will enjoy a better-than-normal season and a much better business than was first expected.

The company reports that the first two months of the year indicated timid buying, but now that the season is getting into full swing and business conditions are being readjusted, the outlook looks exceedingly promising for a big year.

The two safety devices which the Oberdorfer Company is featuring are attracting much attention in marine circles. The Oberdorfer Backfire Trap is an absolute preventive of fire caused by backfiring of the motor and the Oberdorfer automatic electric bilge pump brings protection

(*Continued on page* 68)



The 45-foot Luders Show boat making 30 miles an hour on trials with twin Sterling Petrels

The Sea Steps up Socially!

OH, the stormy winds may blow and the raging seas may do just that but as long as the larder's well provisioned and the pantry well provided with Ovington china and crystal, everything's swell on the old Atlantic!

Ovington's has done a lot for the poor sailor man who prefers terrapin to salt beef, who can take his plum duff or leave it alone. We've provided the proper settings: china and crystal that is born to the sea and the wave but perfectly at home with caviar or canvas-back, truffles or broccoli.

Seven hundred of the smartest yachts that sail the seven seas have recruited Ovington's services—and hundreds of smaller craft that make Newport and Palm Beach their ports of call. And yet these services of ours are not expensive. A seagoing china service for six, every piece from sauce bowl to soup tureen tattooed with your club and your craft's insignia, sells for as little as $63. And matching crystal costs much less.

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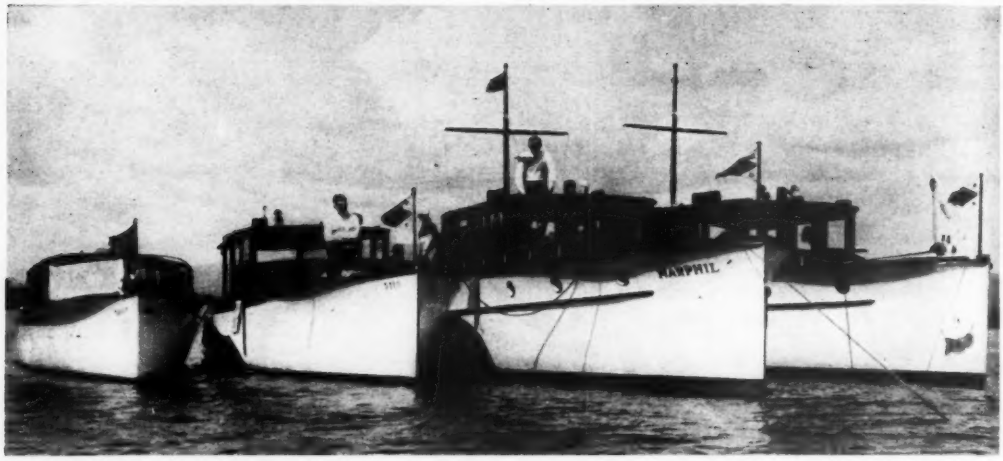


Four models of the Stephens fleet, distributed by the American Boat Corp.—the 34-foot cruiser runabout; the 34-foot single cabin cruiser; and the 43- and 50-foot bridge deck double cabin cruisers

Surprise is a Universal-powered fishing cruiser owned by W. G. Selby of Sarasota, Florida

against unexpected leakage. Both items are enjoying large sales. The rest of the Oberdorfer marine line includes a hand bilge pump, bronze gear circulating pump and motor driven all-purpose gear and centrifugal pumps.

COMMUTING ON THE CANALS OF JAPAN

The Daikyn Boat, Limited, of Osaka, is the street car or elevated company of this city of canals in Japan. They operate a fleet of 24 boats of unusual type, all powered by Universal marine motors. Twenty of them are equipped with Universal Flexifours and operate on a schedule of 7½ miles an hour, while four are equipped with Universal Superfours and operate on a schedule of 11 miles per hour. Each boat has sections for 20 persons, in addition to room for a conductor and a pilot.

Rates of fare in comparison to American rates of fare for inter-city communication are of interest. One ride costs 5 sen or 2½ cents. Daily commutors can buy a book of tickets which costs 50 sen or 25 cents for 11 rides, 1 yen or 50 cents for 23 rides, 2 yen or one dollar for 50 rides.

In spite of this low rate of fare, 2 cents a ride and gasoline at $1.00 per gallon, a common price for gasoline in Japan, the Daikyn Boat, Limited, is operating at a profit, and more boats are being added from time to time. The reason for this, according to the officials of the Daikyn Boat Limited, are the lower wages paid to pilots and conductors compared to wages earned by American employees and the low cost of operation with a Universal-powered boat.

SURPRISE FOR FISH AND FISHERMAN

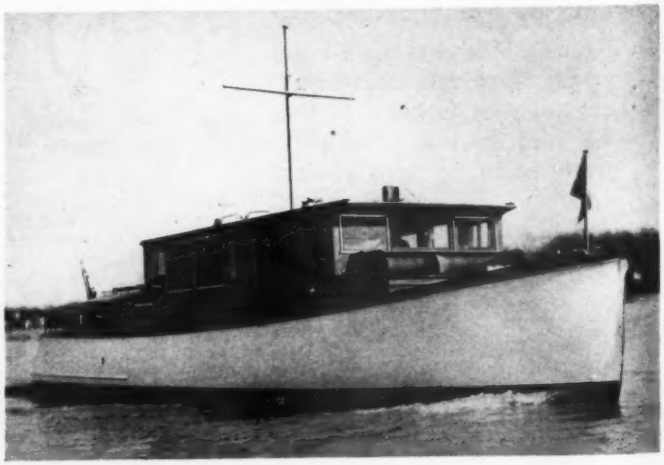
Designed particularly for Gulf Coast fishing and for nosing in and around the bars Surprise, owned by W. G. Selby of Sarasota, Florida, was something new to visiting yachtsmen at the recent regatta and is an increasing interest to her fisherman-owner.

Surprise is a 27 by 8 boat and was designed by the Matthews Company of Camden, Maine. She is powered with a pair of Universal Six—75 direct drive marine motors and handles well, according to Mr. Selby, on one engine from top speed to crawl. She will do twenty-one miles per hour and turns on a dime.

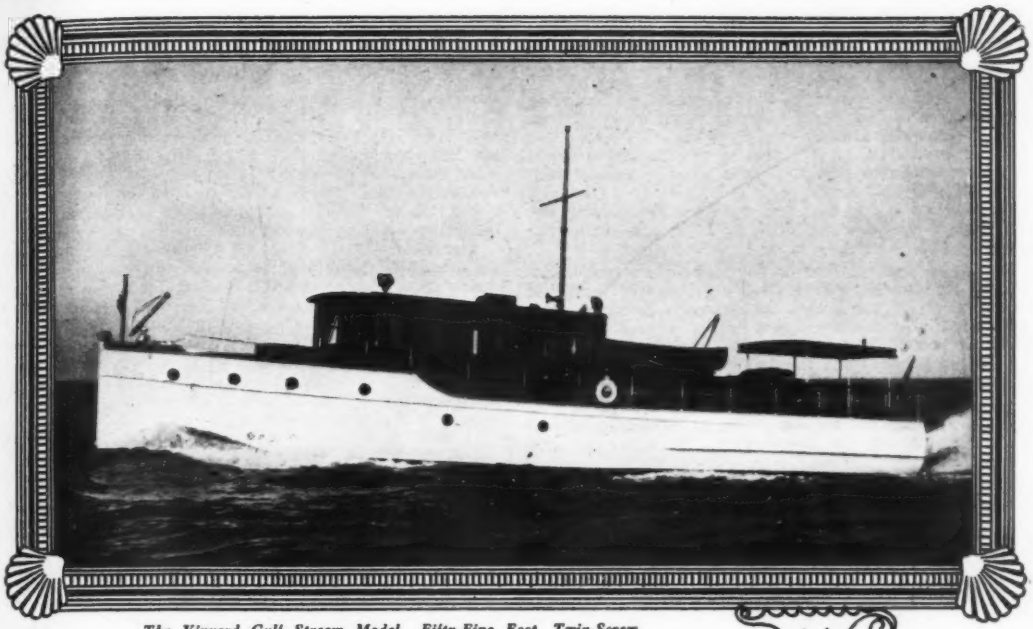
The 18-inch draft enables Mr. Selby to get into the water around the bars and the shallow feeding grounds.

A NEW DAY CRUISER

A brand new model has just been launched by the Matthews Company of Port Clinton. It is a 46-foot cruiser and represents what is known as the enclosed bridge deck day cruiser. (*Continued on page 76*)



A new type of enclosed bridge deck day cruiser built by Matthews for P. E. Martin of the Ford Motor Company

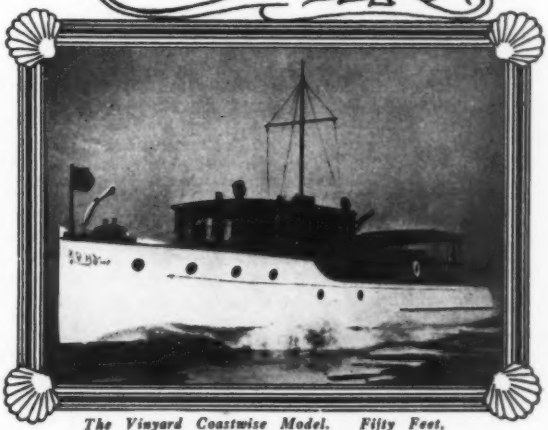


The Vinyard Gulf Stream Model. Fifty-Five Feet, Twin-Screw. Speed 17 Miles per Hour with Two 150 H.P. Sterling Engines.

Your Choice of
TWO VINYARDS
Now Ready to Cruise

FIFTY and FIFTY-FIVE FOOT TWIN-SCREW CRUISERS

TO be the owner of a Vinyard twin-screw cruiser is to possess a craft which will be a source of unending pleasure for the entire family. A ship on which you can live in luxurious comfort and cruise anywhere, enjoying the same safety offered by an ocean liner. With accommodations for 9 on the fifty-foot model and 10 on the fifty-five footer, each provides complete privacy for owner and guests and full accessibility forward and aft without going on deck. One-piece white oak keel, over-size strength throughout hull, superior craftsmanship, finest selected materials throughout and latest equipment including Frigidaire, Delco lighting plant, hot and cold running water under Delco pressure system are a few of the many features that have won for Vinyard Twin-Screw cruisers the approval of long experienced yachtsmen. Won't you be our guest on a trial trip at Milford?



The Vinyard Coastwise Model. Fifty Feet, Twin-Screw. Speed 17 Miles per Hour with Two 150 H. P. Sterling Engines.

Immediate delivery can be assured only for the next few weeks. Better act now! Write today for illustrated catalogue.

· VINYARD SHIP BUILDING COMPANY

Designers and Builders of Yachts and Cruisers of the Highest Class

MILFORD, DELAWARE

DEEP SEA STUFF

(*Continued from page 46*)

way through, as it is easier to keep the boat under control when meeting boats going in the opposite direction. Midway through we passed the beautiful pleasure yacht Vanda of Boston. At 2:20 P. M. we were clear of the canal at the Eastern end, and one hour and ten minutes seemed a good passage against such a strong current. Massachusetts Bay greeted us with a fair wind and smooth sea, and the first favoring tide for the entire day, and by five o'clock we were anchored off Plymouth—a fine run for the day.

After one has entered the four or five miles of narrow, winding channel to get into this harbor, he is welcome to believe that th Pilgrim Fathers stepped ashore on Plymouth Rock where it now stands, but it was the unanimous opinion aboard our craft that no mariner could find his way into this harbor without the aid of the many buoys and the dredging that has been done by the Government.

Have been out from our home port just long enough now so that it becomes daily more and more difficult to distinguish between the deck swab and the dish towels. By tomorrow they will be interchangeable.

And now a day of fog. The run across Massachusetts Bay not being pleasant under such conditions, we laid over, and spent the day with minor overhaul jobs, polishing brass and digging clams. The evening meal was another of the Captain's masterpieces—this time a lamb stew. Arthur, being young and not having self restraint, has eaten so much since the start of the cruise, that he has burst out a perfectly good shirt, but has effected temporary repairs until he can buy a larger size. The suggestion that he go on a diet, and thus save the price of new shirts, did not seem to go over well, and he and the Captain have already started putting away a huge fruit cake, and they seem to get a sort of fiendish glee out of the fact that I do not care for that kind of pastry.

The medicinal liquor is still untouched. The rule is that it can be used only in an emergency, but it seems difficult to get a unanimous vote as to what constitutes an emergency. Changes in the weather do not count. So it seems that someone must fall overboard if he is to get a drink, and as none of us are powerful swimmers, no one cares to take the risk.

Next day promising fair, we were up at six and off to an early start, cooking and eating breakfast as we sailed. Across Massachusetts Bay, passed Brant Rock, Scituate, Minot's Ledge Light, The Graves, and finally into Marblehead Harbor. Glad to get in too, as the wind was freshening and the sea coming up like a cat's back.

Many beautiful boats anchored here, most of them sailing craft. The Boston Yacht Club have a club house here, and we made use of their facilities when going ashore for supplies and mail.

This being Friday we went in for a fish diet and for supper had a regular banquet. Clam fritters, which certainly should secure the Captain a niche in the Hall of Fame; cold fish salad; both the foregoing made from clams and fish secured ourselves, by the usual process, within the last 24 hours; fresh, crisp lettuce; strawberries from a nearby garden, picked this morning. A millionaire may have many things, but his money can buy him nothing better than we had tonight.

At Gloucester I had quite a search for charts. Naturally tried for them first at the ship chandlers, but eventually located them among queer surroundings: at a jeweler's.

After lunch we made the short run through Squam River, and found a snug anchorage off the yacht club. The harbor is small and pretty well filled with permanent moorings, but we squeezed in and were able to lay clear. This route cuts off about twelve miles round Cape Ann, and is a welcome short cut for pleasure craft.

A little healthy exercise on the sandy bar, brought us a pail of fine soft shelled clams. Even the few broken ones were put to a good use, and with them Arthur caught a mess of flounders. If you like really fresh fish, clams and lobsters, just take a cruise down East. They are to be had for the taking—except the lobsters, which can be readily bought from the fishermen. Just as soon as we can find a place on our menu, we shall have lobsters.

With the passing of another week, I feel certain we shall have to lash Arthur fast below decks upon entering a harbor. The sight of skirts on the beach nearly causes him to plunge overboard and desert, and fatherly advice seems of little avail. This, however, has one advantage, he promptly volunteers for all excursions ashore for supplies.

Sunday morning found a heavy fog on the ocean, so we slept late; enjoyed a fine breakfast of pan cakes and bacon; tried to look pious as the church bells rang out across the bay; said a few words of sympathy for the unfortunate mortals in the hot cities; and then got busy on the brass work once more. Afternoon brought a rift in the fog, and we made the short run of 16 miles to Newburyport, and dropped anchor off the Yacht Club.

A visit ashore disclosed a number of interesting old houses, but left the impression of a grandeur that is no more. There were evidences of former prosperity, but few of the present, though the chain stores appear to have faith that a few bits of silver still remain in the sugar bowls on the mantels, and have made the usual provisions therefor.

Fog held us here for two days. So far as sea fog is concerned, we all shared the one opinion, that the Eastern Atlantic Coast has a corner on the world's supply. It may be helpful to the rum runners, but it makes the life of the yachtsman about as happy as a marble in his rubber boots.

Our patience giving out on the second day, we put to sea during a brief bit of sunshine, only to have it come down thick as pudding when we were well off shore. Laid a compass course for Portsmouth, and reduced speed. Several patches of ledges, barely awash, stick out from the shore along our route, and they look very ugly as they suddenly loom out of the fog, but maintaining a careful lookout, we creep along cautiously, and at last pick up the fog horn on Whaleback, and made the inner harbor without trouble—21 miles nearer Portland.

For the evening's entertainment, Arthur cranked up the radio, and for a time we got some exceedingly weird results. Such a series of squeaks, howls and scratches, were never before gathered into one instrument. We argued among ourselves as to whether he had tuned in on some grand opera concert or the Chicago stock yards. There was some dissention on this point, but only one opinion, that we did not want it. The U. S. cruiser Cincinnati is in the harbor and her code comes in too strong to get anything else.

And with the rain playing a gentle tattoo on the cabin top, but all dry and cosy below, we turn in for the night.

Then the big day. Up at six, and with a fair day promising, we break out the anchor, and put to sea. By the time I had made coffee, as we rolled and pitched in the heavy sea, breakfast had lost its attraction for me, and I was content with a slice of dry bread, eaten on deck, where there was a better chance of its remaining in my permanent custody.

Keeping a few miles off shore, we ran along the coast past Cape Porpoise, Goat and Wood Island Lights, Cape Elizabeth, and eventually Portland Head. This, for me, was a big thrill. I had waited patiently (more or less) for this for ten years. It seemed mighty good and most natural to again sail the waters I knew so well as a boy.

By Cushings Island and down to Trefethens Landing, where we received a cordial greeting by my relatives, who had been keeping a watch for us for several days. Here we lay in between two wharves, with a bow and stern line out, one to each dock. Friends shouted welcome to us from the dock; many came on board, and we had a regular reception.

Then followed two weeks of the most delightful cruising in the crystal waters of Casco Bay, with its hundreds of islands; all shapes and sizes; rugged shores, indented with fine coves and sandy beaches. Dark pine trees, creeping close down to the waters edge, with their refreshing shade and spicy balsam. Verily, it is well named; the word Casco being derived from an Indian word, Aucocisco, meaning a place of rest. What a debt we owe to Capt. John Smith for his discovery and exploration of this bay in 1614. And all the joy of exploration also waits you, my friends, in 1930, if you plan your Summer cruise to this Garden of Eden.

Space will permit only mention of our trips to South Freeport, Mackerel and Long Coves, Harpswell Harbor, and Cape Small Harbor. The last named place is entered by a very narrow passage, between rocky shores, and opens into a small pond, completely landlocked and beyond question the safest and most beautiful harbor I have ever beheld. It is worth a trip to Maine just to see this one place.

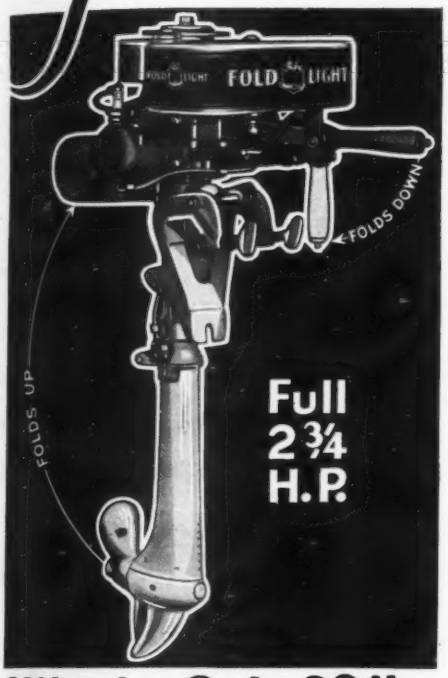
Visits to the Pearl House at Orr's Island, and the Summer residence of the late Commander Robert E. Peary, on Eagle Island. Also a trip ashore at French's Island, a former rendezvous of the Indians, where immense heaps of clam shells mark the place of their pow wows. After considerable laborious digging we unearthed several fine arrow heads among the shells. More treasures for our curio cabinet.

And so the days glide joyously into the past; each one filled with some new and happy experience, and every breath we take laden with the salty tang of the sea. Best of all, after every day, followed a night of quiet, restful sleep, close to the shores I have so long known and so much loved. Snugly in our berths with the clip, clip, clip of the water on the sides of the boat, I drowsily think of the words:

"Backward; turn backward,
Oh, Time, in thy flight.
And make me a boy again,
Just for tonight."

The Handiest Motor

—to Carry



Weighs Only 29 lbs.

Twenty-nine pounds! That weight alone makes Fold-Light the easiest of all twin outboards to carry. But weight tells only part of the story. The propeller housing *folds up*, eliminating awkward bulk. The steering handle *snaps down*, becomes a comfortable carrying grip from which the motor balances precisely, carries easily. Fold-Light is incomparably the handiest motor to lift, to handle, to carry. And it is the easiest

—to Stow

Folded, the Fold-Light is just *half the length* of other motors. Less than a foot and a half long! Fits into a special trunk that measures only 12 by 14 by 18 inches. Slips into your car trunk, or in its canvas carrying case can be instantly secured to the running board. Ideal for use on yacht tenders — stows easily into locker, lazarette or forepeak. Outstandingly the most compact of outboards. And it is equally handy

—to Use

Simple controls are placed for greatest convenience. Gasoline tank *in front*, where it is easier to fill. Rubber bearings that cushion the power head not only insulate vibration but prevent motor from turning when operator releases steering handle. 2¾ horsepower gives liberal power for average use. Special fitting permits use on canoes. Oversize waterproof magneto insures easy starting and dependable running.

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FOLD LIGHT

OUTBOARD MOTORS CORPORATION
5123-27th STREET Ole Evinrude, *President* **MILWAUKEE, WIS.**

There is space here to tell only a small part of the Fold-Light story. Everyone using a motor for family boats, fishing craft, canoes, dinghies, etc. will be interested in the special Fold-Light folder. Mail the coupon.

OUTBOARD MOTORS CORPORATION
5123-27th Street, Milwaukee
Send me special literature on the Fold-Light

Name.....
Address.....
City.....

"Vermar" 38' long. 10' beam. 28" draft, powered with Single Screw Gray "8" with built-in 2½:1 Reduction Gear. Better than 16 M.P.H. with 24x18" pitch 3 blade Hyde Propellor. Built by Simon Shelley Boat Works, San Pedro, Cal.

The why's and when's of the Reduction Gear

Gray has had many requests for information on the proper employment of the Reduction Gear—

Why is it used?
When is it used?
Is it an economy?
Should I put it in my boat?

So that there may be a more general understanding of the subject, Power Headquarters gives below the salient points of Gear Reduction principle and operation.

The Reduction Gear is a great factor making for efficient and economical operation of *large* boats, such as cruisers and workboats.

For efficient operation, such boats of large size require a propellor of large size. And to turn this propellor direct from the motor, requires a large engine, with a consequent heavy initial outlay in cash. The Reduction Gear solves the great problem of weight and price.

For the Reduction Gear permits the use of a smaller engine, with practically the same resultant speed in M.P.H.

The smaller motor is less expensive, weighs less, occupies less space in the boat, effects fuel economies, and permits the boat to ride higher in the water, giving better control and greater maneuverability.

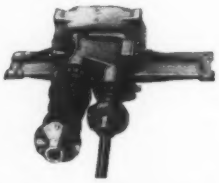
Richardson 29-foot Cruisabout shows an increase of speed of over 5 M.P.H. using Gray Eight and 2½:1 Reduction Gear and 20x28" propellor over speed shown with same motor driving direct on a 17x12" propellor.

Here is a specific example, typical of hundreds throughout the country: A cruiser on the West Coast was powered by a 200 H.P. unit selling for nearly $3,000. The owner replaced this unit with a Gray "8" and Reduction Gear (selling complete for $1,385.00). *He not only made a great saving in space and in operating costs but secured practically the same speed in M.P.H.*

Owners with large boats can effect great savings and greater boating enjoyment by employment of the Reduction Gear.

60 foot Auxiliary screamer used on Atlantic Coast. Powered by Gray "4-30" with 2:1 Reduction Gear turning 20x14" propeller, 7½ M.P.H.

Gray Vee Drive Gear



Already hundreds in successful use.

Why the Vee Drive by Gray is 'taking hold'

One glance at the boat with the Vee Drive and its advantages will be appreciated.

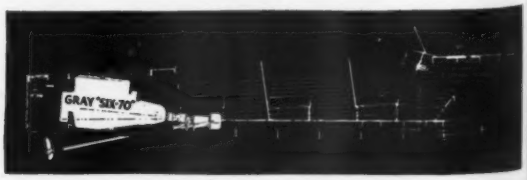
The motor in the stern of the boat. Midships no longer sacrificed to motor. More usable room. Cockpit always dry.

And one ride in the boat with the Vee Drive and you become a Vee Drive Booster.

For there's speed—comfort—more room. The load is in the proper position and the boat handles easier. Besides, the entire party is all together, where everyone enjoys the company of his fellow pleasure seekers.

That, briefly, is why The Vee Drive by Gray is each day making new friends with seasoned boaters and making new boaters of the folk who never enjoyed boating before.

Full facts on this great advancement developed by Power Headquarters will be mailed to you upon request.



Advertising index will be found on 3rd last page

Aco 26-foot Runabout—powered by Gray Eight placed in stern, driving through Gray Vee Drive Gear. 32 M.P.H. Seats 12 passengers. Built by Aeolian Co., Dorchester, Mass.

20 Great Grays
a Motor for Every Boat

Snappy lines—roomy comfort—easy handling—all the good points in a boat—sink into oblivion when the motor fails.

It's the "Go" in a boat that boaters go for. That's why Gray has forged to the front. "The Power that Never Fails" is an apt summary of Gray performance in thousands of boats all over the world.

The Gray "Six-70" shown below was picked by leading boat builders because it combines speed and flashing performance with the dependability that is known to be strictly Gray. It snaps a boat into the lead and *maintains it.* And each time the boat owner docks with his cargo of pleasure seekers, all agree "That's some boat."

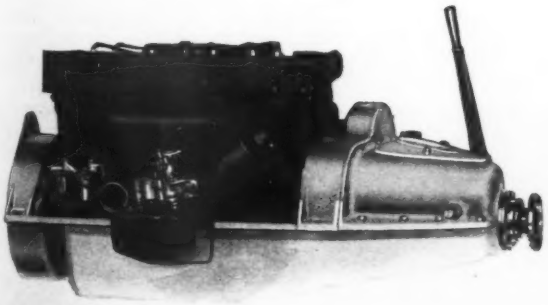
It's a fit running mate for a fine, fleet boat and boaters who never like to be reminded there are tools in the toolkit.

Get the full facts on Gray "Six-70." It's another Gray masterpiece of engineering perfection.

Gray makes a motor for every boat—20 great models, 5 to 140 H. P.

SPECIFICATIONS

214 cubic inches, 3⅛" x 4".
51¼" long.
Weight 570 lbs.
7 main bearings, 60 square inches in area.
Fuel pump.
Tachometer drive.
Flame arrester.
Drip pan.
Price $660—$25 extra for downdraft carburetion.



Gray Marine Motor Co.

680 Canton Avenue
Detroit, Mich.

MAKERS OF THE GRAY Vee Drive GEAR

Gray Marine Motor Co. of Canada
77 Adelaide St. W. Toronto, 2, Canada

GRAY DISTRIBUTORS: Bowler, Holmes & Hecker, N. Y. C.; Johnson & Towers, Philadelphia; The Richard Froboese Co., Seattle, Wash.; Gray Aldrich Co., Boston; Mahon & Gall, Baltimore; Charles E. Smith, Los Angeles; Thomson Machine Co., San Francisco. Others all over the world.

GRAY MOTORS

BUILT BY PIONEERS—ENGINEERS—LEADERS

MANY THRILLS IN CRUISER CLASSIC

(*Continued from page* 51)

had a cracked cylinder block, detected the night before starting; Kenneth Taylor's Kenmar of the Long Beach Y. C., a brand new boat, was not quite ready for sea; and Harry Williams' Dream Boat of the California Y. C.

Mayor James Rolph, Jr., of San Francisco, officially started the fleet of 19 salty cruisers and the deep sea classic was under way, with Santa Barbara, the first stop, 90 miles in the offing.

All 19 starters finished the first leg, but Arbutus III, owned by Dr. Francis J. Shefcik of the Long Beach club and past commodore of the Minneapolis Y. C., had to drop out—she was too new for the long grind. W. H. Armstrong's Edna, also a Long Beach entry, was leaking badly and had to withdraw. Ethne, formerly Zoa, last year's winner, also dropped out. A. A. Johnson's Doris O., not noted for her speed, failed to check in at Santa Barbara until after midnight, so she too passed out of the race picture.

The second leg, Santa Barbara to Monterey, was 272 miles long. Fifteen starters put out of Santa Barbara on their handicaps. Only one entry failed to make the grade—W. C. Billsborough's Brownie Bee of Long Beach. She ran into trouble off Point Concepcion when her engine went out. Her distress signals were answered by the Coast Guard cutter Algonquin. This reduced the racing fleet to 14. On Sunday, the 27th, all of them got away on their handicaps and covered the 85-mile run on the final leg from Monterey to San Francisco. They finished between 1 and 4 p.m. and placed, on an adjusted basis, in the following order:

Class A		Class B	
Position	Name	Position	Name
1	Blue Boy	1	Seyelyn
2	Wanderer	2	Marion Alice
3	Folly	3	Arequipa
4	Lucky B.	4	Valerie
5	Col. Rheems	5	Felecia
6	Seal II	6	Missiwit
		7	Hermana
		8	Rosita

At the start of the race there was an ominous ground swell rolling in at Long Beach; in fact, it was so heavy it carried away a section of the breakwater. This threat of heavy going was made a reality after passing Point Dume where the cruisers ran into some of the worst seas they had ever experienced. Some idea of how tough it was may be gained from the fact that when Blue Boy, a 50-footer, left the crest of one sea she pancaked into the trough between that and the next one. The impact was so severe it sent the ice crashing though the bottom of the refrigerator. Even the 69-foot Hermana practically left the water as the long swells rolled back under her keel; and when she struck, all hands knew about it. This ride-'em-cowboy stuff was all right for thrills, but tough on seams. As one result of this shaking up, Edna's owner had to take one crew member to the hospital at Santa Barbara to be treated for a broken rib.

Leaving Santa Barbara, the racing fleet ran into heavy weather as far as Point Concepcion, then flattened out as they went north, which was contrary to all expectations.

Blue Boy was entered on a 21 m.p.h. basis, which was perfectly all right except that she overran her speed and had to take a 40-minute penalty at Monterey. At that, she placed first in her class, but came mighty close to not placing at all. As it was, she swept through the Golden Gate and roared up to the finish line on fire and with 30 inches of water sloshing about. Her bilge pump out of commission, her owner had her bulkheads cut away so the water would have free play fore and aft. When hailed by a Coast Guard patrol boat and asked if they needed help, they shouted "No, thanks," and kept on fighting fire and water as Blue Boy's sharp bow cut the finish line, then veered off at right angles headed for a transbay boatyard, which she made barely in time, and was immediately run up on the marine railway. Blue Boy may be a total loss, but she cleaned up in her division. All credit to Carl Goetz and his fine crew!

Wanderer, which placed second in Division A and is owned by Fleet Captain Chas. W. Camp of the Long Beach Club, had a close call, too, but in a different manner. Her cylinder block broke four days before the start. Another engine was purchased in Oakland—an altogether different style of power plant. This engine was rushed aboard a special high speed truck which burned up the highway to Long Beach—432 miles—in 14 hours and 50 minutes. The new engine was installed and running in time for Wanderer to qualify over a mile course. But, naturally enough, there was no time for cleaning out the old fuel lines, which resulted in her sputtering her way to Santa Barbara and limping in in 17th place. From then on, it was another story.

Twenty miles from the start at Long Beach one of Hermana's engines went out, putting her 3 hours and 50 minutes behind schedule. Her mechanics did a clever bit of improvising out of a left-hand camshaft and got her back in the running, but the best she could do was to place seventh, which is remarkable considering her troubles.

Col. Rheems of the St. Francis Y. C. of San Francisco, commanded by Vice Commodore Harold Martin, Jr., of the Aeolian Y. C. of Alameda, experienced engine trouble in the second lap. Up to that time, she was a serious contender for first place.

Lucky B, owned by A. E. Snyder of the Long Beach Club, was the third to cross the line but was penalized for exceeding her speed and took fourth position in A class. Seal II, owned by J. Harrington Sickel of the San Diego Y. C., was the first boat to finish, but was likewise penalized for excessive speed.

All the yachtsmen were loud in their praise of the excellent work done by the Coast Guard force, consisting of the big cutter Algonquin and two patrol craft, acting under direction of Commander M. S. Hay. These three vessels accompanied the racers from start to finish and rendered invaluable service.

All handicaps were based on past performance. Arthur M. Bobrick of the American Power Boat Association, handled the handicapping details.

D. M. Callis of the Long Beach Y. C. was the general chairman of the race committee, assisted by King Brugman and Mr. Bobrick. The race was sanctioned by the A. P. B. A. and held under the auspices of the Long Beach Club, the cooperating clubs being the Santa Barbara and the St. Francis.

Sponsored by the Associated Boat Industries of California whose Second Annual Pacific Coast Boat Show was in progress at the time, these two events kept the attention of the San Franciscans well centered on motor boats.

The appropriate setting of the San Francisco Boat Show lent atmosphere to the exhibits

No need to curse the weather
... with Banfield Sea Skiffs

Fig. 2002
New Galvanized "Yachtsman's" Anchor

Fig. 8785
Polished Cast Brass Ventilator

Fig. 904
"Trojan" Reverse Gear Controls

They are equipped with W-C Fittings

ONCE again the Banfield Sea Skiff Works has proved itself a master in the art of manufacturing fine boats. The 1930 Banfield Sea Skiffs are truly worthy of their builder's description: "Not only does the Banfield insure absolute *seaworthiness*, but its under-body design aids greatly in securing maximum speed per horse power." Every detail has been worked out with meticulous care. Every fitting has been chosen with an eye to performance, safety, appearance.

It is only natural then, that the choice of fittings should center on Wilcox-Crittenden. For 83 years, W-C Fittings have been known throughout the world for dependability and seaworthiness. From the time of clipper ships, deep-sea mariners have trusted the safety of their vessels to W-C soundness and worth.

Today, those 83 years of sea-seasoning experience are apparent in the staunchness of Wilcox-Crittenden Marine Hardware. And during those years, W-C engineers and designers have never ceased to strive for new developments and features that would benefit the boating world. That is never so apparent as in 1930. New fittings that add speed and comfort to your craft, extra gadgets that give your boat a modern touch, dependable items that increase your margin of safety . . . are ready.

Send for the fine new book we've prepared for you. It not only describes all the new W-C items, but also contains a wealth of information helpful to every boatman . . . proper weights of anchors, hints on mooring, instructions in the care of boats, how to box the compass, rules of the road at sea and many other articles which make this book a reference guide you can't afford to do without. Write today for your copy. It's *free*. WILCOX, CRITTENDEN & Co., Inc., 4 South Main Street, Middletown, Conn.

Established *in 1847*

Wilcox-Crittenden *Dependable* Marine Hardware

YARD AND SHOP

(*Continued from page* 68)

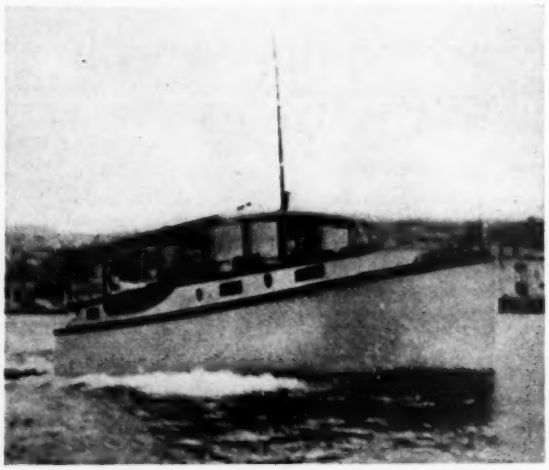
This particular craft was built for P. E. Martin, a very prominent official of the Ford Motor Company of Detroit. The power plant which Mr. Martin has selected for this 46-foot Matthews is a 200 h.p. Kermath L head marine engine to provide a speed of 18 miles per hour.

This handsome cruiser may be used for extended cruising, but provides the spaciousness so desirable in day cruising where a large party of friends—twenty or more—may be accommodated in the enclosed deck cabin.

DISTRIBUTOR FOR CLIMAX BOAT PAINTS

It is announced that the E. J. Willis Company, 85 Chambers St., New York City, has been appointed distributor in the greater New York district for Climax Boat Paints, that popular high grade line of marine paints for pleasure craft of all kinds. Arrangements were completed last month by W. E. Willis of the New York concern and W. T. Warren, Special Representative and Alexander Winton, Jr., Eastern Representative, of the Cleveland manufacturer, and all concerned are enthusiastic in their predictions as to the bright future of this new alliance of two of the industry's most aggressive members. We feel this enthusiasm is well merited and that the boating fraternity of greater New York is indeed fortunate in having an adequate stock of Climax Boat Paints at their disposal right in New York City.

Mr. Winton, who has charge of the eastern territory, is the younger member of the Winton family of diesel engine fame, as well as being a no mean sailor in his own right, and no doubt his many friends in the east will be glad to learn of his entry into boating activities on the east coast. He will make his headquarters with the new distributor in New York City.



Plenty of comfort aboard a Kyle-Grandy 30 *for a long cruise*

WATERCRAFT FOR EVERY PURPOSE

In the line of houseboats, cruisers, commuters and sailing yachts offered by the newly organized American Boat Corporation, of which S. Clyde Kyle is vice-president and general manager, one may find a style of boat to meet every conceivable requirement of pleasure, business or entertainment.

For the yachtsman whose inclination is toward a cruising type, there is a particularly wide choice of models, including a hull size and arrangement of accommodations suited to every demand. In the 30-foot size, there is the Kyle-Grandy double cabin cruiser with pilot house inclosure and canopy-protected cockpit. In a large model there is a Kyle-Grandy 38-foot cabin cruiser which makes a special appeal to the man who wants a boat with good cruising accommodations yet small enough for easy one-man control.

Then there is a series of Stevens cruisers which range from the 34 to the big seagoing 50-footer. One of the 34-foot models is a happy combination of cruiser and runabout, combining all the virtues of both. Another of the 34's is a sturdy single cabin cruiser of trim line and stout construction. The 43 and 50-foot models are big, able deep sea boats planned with enclosed bridge deck and double cabins. For both the Kyle-Grandy cruisers and the Stevens fleet the American Boat Corporation act as national distributors.

In the New York territory the company is the metropolitan distributor for two of the most popular lines of standardized craft—the Corsair 30 and 36-foot cruisers and the four models of Robinson Seagull commuters and cruisers, which range from 39 to 45 feet.

The American Boat Corporation has also considered the desires of that class of boatmen who wish to live afloat in complete comfort throughout the summer. For them there is a special houseboat, 45 feet in length and 11-foot beam. On these dimensions is secured ample space for owner's stateroom, guest room, living room, bath and shower, large galley, passageway and roomy lounging decks—in short, a comfortable floating home.

The Kyle-Grandy 38 *features easy control*

The same hull may be had, if desired, with interior appointments prepared to serve as a tea room, a lucrative and pleasant proposition for those who wish to conduct it as a business, and a novel and distinctive rendezvous for entertainment and social activities on country estates.

There are other purposes to which the standard houseboat hull may be equally well adapted. One model has its accommodations planned for use as a private bathhouse; another make an ideal clubhouse; and a third makes an attractive floating dock.

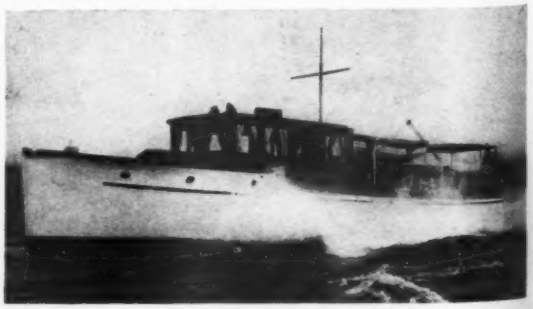
Should the prospective boat owner prefer to purchase or charter a used yacht or cruiser, the American Boat Corporation maintains a brokerage department which provides a service that is in a postion to secure any type of boat that may be specified. Their offices in New York are located in the General Motors Building, 1775 Broadway.

BROADCASTING THE MARINE ENGINE

The broadcasting of exhibits has become quite popular at motor boat shows. WCAP announced every night during the recent Asbury Park, N. J., Motor Boat Show, the features of the new Niagara Eights, which included the 942 lb., 200 h.p. unit as well as the 125/135 h.p.; 150/155 h.p. and the 165/170 h.p. models.

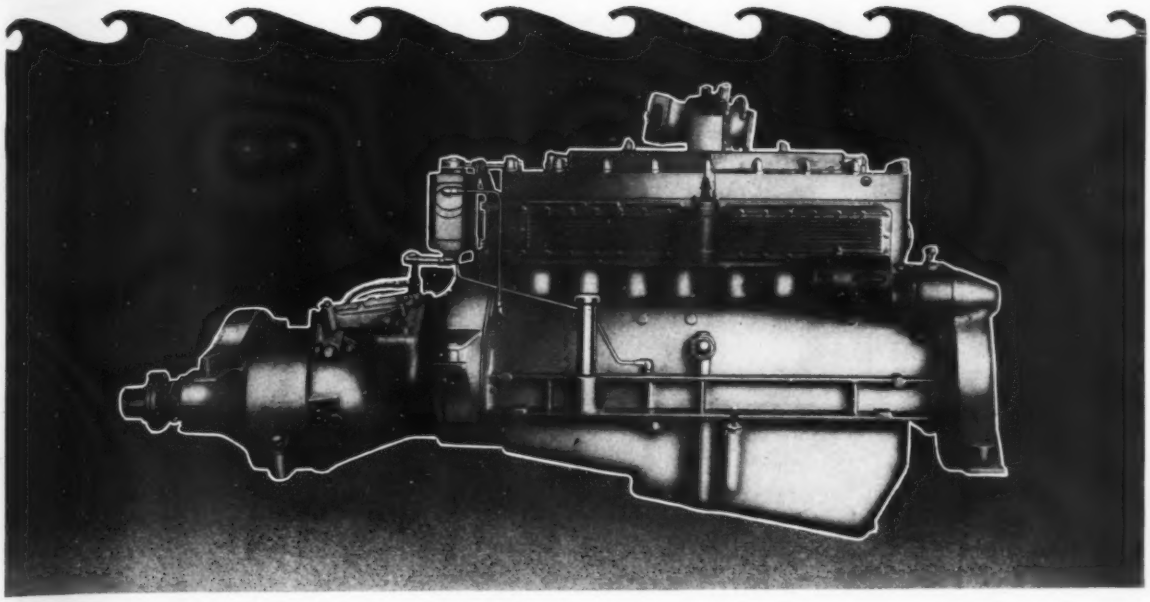
The arrangement was made by the Long Branch Boat Works of Long Branch, N. J. An unusual amount of interest was created, and upon checking up prospective customers who visited the booth, it was found that over 40% of the visitors had listened in on the broadcasting.

The Long Branch Boat Works recently installed one of the 10 h.p. 8M Niagaras in a standardized 26½x6½-foot V-bottom sedan runabout using a 17x19 Hyde wheel, turning at 2925 r.p.m. with an available speed of 41 m.p.h.



A Stephens 43 *in a choppy sea*

(*Continued on page* 108)



CHRYSLER MAJESTIC MARINE ENGINE

8-Cylinder, 3½" bore by 5" stroke — 130 - 150 horsepower

Anyone who has followed the spectacular success of Chrysler six-cylinder marine engines will not be surprised by the sensation created by the new Majestic Eight.

It is in every way a very definite expression of Chrysler traditions of design and performance in the marine engine field, and has already been adopted by a number of leading builders for their larger and more commodious types of boats.

The new Majestic provides 130-150 B.H.P. at 2400 to 3200 R.P.M., or, equipped with Chrysler built-in 2 to 1 reduction gear, makes available the same power at propeller speeds of 1200 to 1600 R. P. M.

Important features include: Down-draft Carburetion, Positive Gasoline Pump, New Hot-spot Manifold, Oil Cooler, Rugged Helical Timing Gears, and Chrysler-built Reverse Gear, with outside reverse band adjustment.

For further information, address Marine Engine Division, Chrysler Corporation, Detroit, Michigan.

DISTRIBUTORS

BOARDMAN & FLOWER
San Francisco, Cal.

SEATTLE MARINE SUPPLY CO.
Seattle, Washington

YACHT & MOTOR SALES CORPORATION
Wilmington, California

J. H. HUTCHINSON
Alexandria Bay, N. Y.

BOEING AIRCRAFT OF CANADA, LIMITED
Vancouver, B. C.

LECHENGER MARINE COMPANY
Houston, Texas

NOYES MARINE SALES
Boston, Mass.

MARINE EQUIPMENT & SUPPLY COMPANY, INC., Philadelphia, Pa.

SUTTER BROTHERS
New York, N. Y.

MADDOX ENGINEERING COMPANY
Toronto, Ontario

SERVICE STATIONS

CONSOLIDATED SHIPBUILDING CORPORATION
New York City

WHEELER SHIPYARD
Brooklyn, N. Y.

ROY M. BREWSTER
Bay Shore, L. I., N. Y.

Chrysler MARINE ENGINES

CHRYSLER MOTORS PRODUCT

SIMPLE SIMON—AN EASY ONE

(*Continued from page 60*)

must be well painted before it is laid. Use galvanized iron lath nails for fastening the deck. The plywood will be covered with light canvas and this should be laid in Jeffery's liquid marine glue. The canvas should be turned down over the side and fastened with copper tacks. There will be a ⅞ inch wide half round moulding fitted along the sheer to complete the finish of the canvas.

The coaming will be made from ½ inch thick by 3½ inch wide

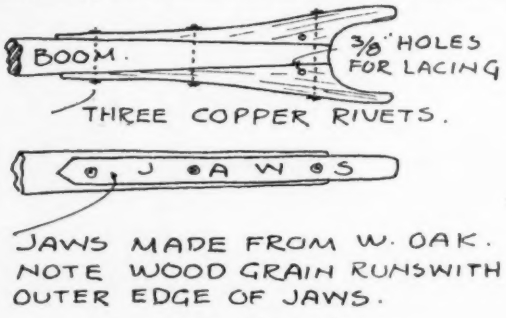


Figure 6. The jaws for the boom

cedar and will be fastened around the inside of the cockpit as shown with brass screws.

The thwart will be fitted as shown and will be made from ⅝ by 8 inch cedar or some other equally light weight lumber. You will notice that there is a stretcher extending along the sides of the trunk and under the thwart. This is to prevent the trunk from weaving when the hull works while under sail.

The center board is of the dagger type and will be made as indicated in the drawings, Figure 3. It will be made from white cedar ¾ inches thick, about 15 inches wide and to the depth shown. The upper end will be let through the cap piece so as to prevent splitting and also to prevent the board from dropping through the trunk. It should be rounded off on the forward edge and tapered slightly aft. A cleat let up into the bottom edge will prevent warping. The board should be given several coats of paint and when not in use should be kept out of the sun. A series of ¼ inch diameter holes should be bored so as to hold the board at varying depths.

The rudder will be made from ¾ inch thick white oak as shown in Figure 4. It will be hung with the usual straps as shown. The blade should be faired up so as to enter and leave the water with a minimum of fuss. Cheek pieces made from ⅝ inch oak will be fitted on both sides of the head thus forming a pocket for the tiller. These should be very well fastened with copper rivets. The tiller will be made from a straight piece of ¾ inch oak or ash, 1½ inches in depth at the rudder head, and tapering to ¼ inch at the inboard end.

With the fitting of the few simple pieces of deck hardware, the rowlocks, and the painting Simple Simon will be ready to rig. The first part of this story contained instructions for making the spars and sails.

Looking backward over the plans and descriptions of this very simple little hooker I am doubly sure that she will bring a lot of joy to, not only those boys and girls of yours, but to many grown-up folks as well.

Building will be easier if blue prints are obtained; these are drawn to a scale of 1 inch to the foot and can be had at moderate cost by writing the Editor, MoToR BoatinG, 959 Eighth Ave., New York, N. Y. Send also for the circular describing many interesting books of small boat designs and building hints. Next month I have plans ready for an interesting V bottom runabout of conventional type and with direct drive inboard engine.

WIDOW—ANOTHER EASY ONE

(*Continued from page 61*)

be made. Draw the lines to the outside of the planking just as they are in the plans here. However, it will be necessary to take off the thickness of the planking on the sides and bottoms of the forms as they are being made. The side planking is ⅝ inch thick and the bottom planking ¾ inch thick. To be exact you should also take off the thickness of the deck which is ¼ inch. The forms will be made from ¾ by 5 inch spruce or some other light wood and must be made neatly and accurately. Notches must be made for the battens and chine pieces and for the keelson. The position of these can be obtained from the laying down plan. Here is another of the advantages of laying the lines down full size. Every thing can be marked full sizes from this drawing; the stem, the stern, the side frames, etc.

The boat should be built bottom side up. Since the sheer is a straight line the sheer ends of the forms can be set upon the floor in the positions shown and braced securely. Be sure that each form stands plumb and that they are all perfectly square across the center line. One of the first things to learn in boat building is to be accurate with a rule, and to be careful that things are fair and true. There are far too many cock-eyed jobs afloat now, so don't be the creator of another.

Use a light high-speed motor developing in the neighborhood of forty horsepower at 2,500-2,700 r.p.m. for powering Widow. With a motor of this kind you can expect a speed of 22 miles an hour and you will be surprised how nicely this flat bottomed craft will go. All little boats that are driven at high speed in choppy water will slap and bump; so will this one. But this one will not be half as bad as the experts will tell you; fact of the matter is I don't believe she will be a bit bumpier than the usual flat V bottom that stands up on its tail when at speed.

The hull can be built for about $350.00 ready for the engine. The outboard attachment costs a trifle under $200.00 and a suitable motor will run into about $500.00 more, so you can see you can have a thing like this built for very little more than $1,000.00 complete. And this will be a lot of boat for the money. I will be very glad to put prospective builders in touch with a builder who would like to turn out some boats from this plan.

Next month I shall continue the article on Widow, including with this a number of sketches showing the details that are usually bothersome to the amateur builder. It occurs to me that you may wish to secure blue prints of the plans of this craft and if so they are available. Just drop a line to the Editor, MoToR BoatinG, 959 Eighth Ave., New York, N. Y. The cost of the prints is moderate, and in addition a request will bring a circular describing many useful books on boats, boat building, and handling. In the past MoToR BoatinG has published a very large variety of designs of boats suitable for amateur building and undoubtedly you will find among these some especially interesting craft. The entire design series is most complete and contains many attractive boats in many sizes.

INTRODUCING A NEW RUNABOUT

After a careful survey of the market possibilities offered to a medium-sized, medium-priced speed runabout, the manufacturers of the Dart Runabout were convinced that a very definite market existed for a craft of such a type. With this idea in mind, a new 22½-foot Dart model was created.

This latest addition to the Dart fleet embodies all those features of quality materials and careful workmanship which have for so long been associated with Dart Runabouts. Powered with the dynamic new 75 h.p. Chrysler Crown engine, latest product of the Chrysler Marine Division, speeds up to twenty-eight miles per hour may be attained.

It is the earnest belief of the manufacturers that this new Dart model will immediately catch the public's fancy. This new craft is smart and trim. Equipment is complete in every respect and, to those who wish a boat of maximum size for a minimum of cost, this new Dart will have an instantaneous appeal.

NEW ZEALAND BUYS AMERICAN ENGINES

Much interest is evidenced abroad in the new Niagara line of Eights and Fours, although usually the foreign buyer is considered conservative.

Niagara Motors Corpoartion of Dunkirk, N. Y., report receiving a cable order for a number of the new Niagara Eights for twin screw, reduction gear and standard model installations from Collings & Bell, Auckland, N. Z.

It appears from the advice received by the manufacturers that there is a growing tendency abroad for more power but with limited weight and Collings & Bell of Auckland, N. Z., advise in placing their order for Niagaras, of their particularly requiring engines that will develop the power specified and at the same time, reduce the bulk and weight of the power plant in the boat.

This new connection of the Niagara Motors Corporation for New Zealand is one of the many new agencies that has recently been established.

If it's Humphreys-built, it's honorably built

HUMPHREYS SEA - CRUISERS

The Last Word in Sea Comfort

To meet the increasing demand for Diesel-powered craft of moderate size, we have standardized the Humphreys 43 and 48 foot Sea-Cruisers. In both of these models the well-known Humphreys standards of craftsmanship will be incorporated, and through production methods we are able to offer them at prices that compare most favorably with high-grade Gasoline-powered cruisers.

The recent exhibit in the Detroit Aeronautical Show of five Diesel-powered Aeroplanes justifies our conviction that Diesel is logically the ultimate power plant for all types of vessels. As pioneers in the adaptation of Diesel power, we are in a position to offer a truly practical cruiser that comprises the three essential requisites demanded in every boat: *safety, economy* and *reliability.*

Our long years of experience have enabled us to work out a deck and cabin arrangement combining not only spaciousness but maximum accommodations for a boat of this size. These Cruisers are delivered completely equipped, their furnishings artistically refined.

If you will ring MURray Hill 2320, we will be happy to make arrangements to take you to our plant in Keyport, New Jersey, where you can inspect the various Cruisers we have under construction and be given an actual demonstration of Diesel performance. Specifications and equipment of the 43 and 48 foot Standardized Models will be sent on request. We would also be glad to confer with you in reference to our custom-built Cruisers of large size.

FREDERIC P. HUMPHREYS INC.

230 Park Avenue — HUMPHREYS — New York City

Cable Address: HUMPFRED

PROPULSION PLANT OPTIONAL—Diesel or Gas

NAVAL ARCHITECTS AND YACHT BROKERS

WILLIAM ATKIN
NAVAL ARCHITECT
THE MIZZEN TOP, HUNTINGTON, N. Y.
Send 50 cents for illustrated list of stock plans

FLORIDA SERVICE
If you have a boat in Florida waters that you want sold, insured, surveyed, or cared for in any way; or if you wish to purchase one; I can serve you. Over fifteen years' experience as a Naval Architect, Shipbuilder and Inspector. My list of all classes of boats for sale and charter is very extensive.
HAROLD H. BAILEY, 206 Exchange Building, Miami, Florida

THOMAS D. BOWES, M. E.
NAVAL ARCHITECT AND ENGINEER
Offices:
Lafayette Bldg., Chestnut and Fifth Sts., PHILADELPHIA, PA.

COX & STEVENS, Inc.
Naval Architects and Engineers — Yacht Brokers
521 Fifth Avenue
(Corner of 43rd Street) New York City
Telephone: Vanderbilt 8811

YACHTING CLOTHES
FOR THE
Owner, Officers and Crew
FOR
ALL OCCASIONS

OVER seventy-three years' experience outfitting mariners insures you not only the finest in custom made uniforms, but a guarantee of correctness in every detail of our garments.

Illustrated Catalog Upon Request

B. SCHELLENBERG & SONS
Established 1857
99 to 105 Myrtle Avenue, Brooklyn, N. Y.
(Near Bridge Street) Telephone: Cumberland 0804

CONSISTENT RECORD BREAKERS

(Continued from page 36)

r.p.m. Tee Pee passed the Battery at New York on April 16 at 6:19 P. M. making an elapsed time for the 1,152 miles of six days, four hours and nine minutes, an all time record for any cruising boat of her size, and for any cabin yacht driven by marine motors. She consumed 1,148 gallons of gasoline, making better than a mile to the gallon, a record for any yacht of her size.

On April 24, another Fairform Flyer 56 Maxim, owned by David M. Goodrich of New York, and driven by Charles C. Goodrich, John D. Baker, Jr., and the owners' Captain, Alton O. Williams, pulled out of the Florida Yacht Basin at exactly twelve o'clock noon.

Similarly, her pair of Sterling Dolphin Special motors were never turned at over 1,500 r.p.m., against a wide open speed of 2,000 r.p.m. and runs were made only by daylight.

Her trip included picking up a large cabin runabout that had broken down and towing her back to port, and she also ran out of Brunswick and made the ocean voyage across to Charleston, S. C., in a northeasterly blow that kept other yachts in port, but she passed the Battery at New York at 9:35 A. M. April 30, making an elapsed time of 5 days, 21 hours, 35 minutes, bettering Tee Pee's record by 6 hours 34 minutes, and again breaking the long distance record.

Perfect motor performance by both the Kermath and Sterling power plants were reported as well as a comfortable, invigorating trip all the way.

This time was less than the average driver would care to make driving a motor car from Florida to New York and was free from the traffic, tension, and dangers of crowded highways. And there was no looking up hotels, moving baggage, packing and unpacking and the other annoyances of land touring.

Verily, the modern cruising yacht offers touring as fast as the motor car, in greater safety, and in infinitely greater comfort.

HOTSPUR TO CRUISE THE AEGEAN

(Continued from page 43)

appears in print Hotspur will be loaded on deck of a freighter bound from New York to Piraeus, which is the port of Athens. She will start from here with full water tank, a completely stocked larder, and all her cruising gear. Her mast will be unstepped and laid on deck and she will be placed in a cradle, lashed, and covered with a tarpaulin to protect her from the heat of the Mediterranean passage. Her owners expect to arrive at Piraeus in time to unload her from the freighter, and then, after taking aboard fresh provisions and gasoline, they will commence a tour of the islands which will last through May, June, and part of July.

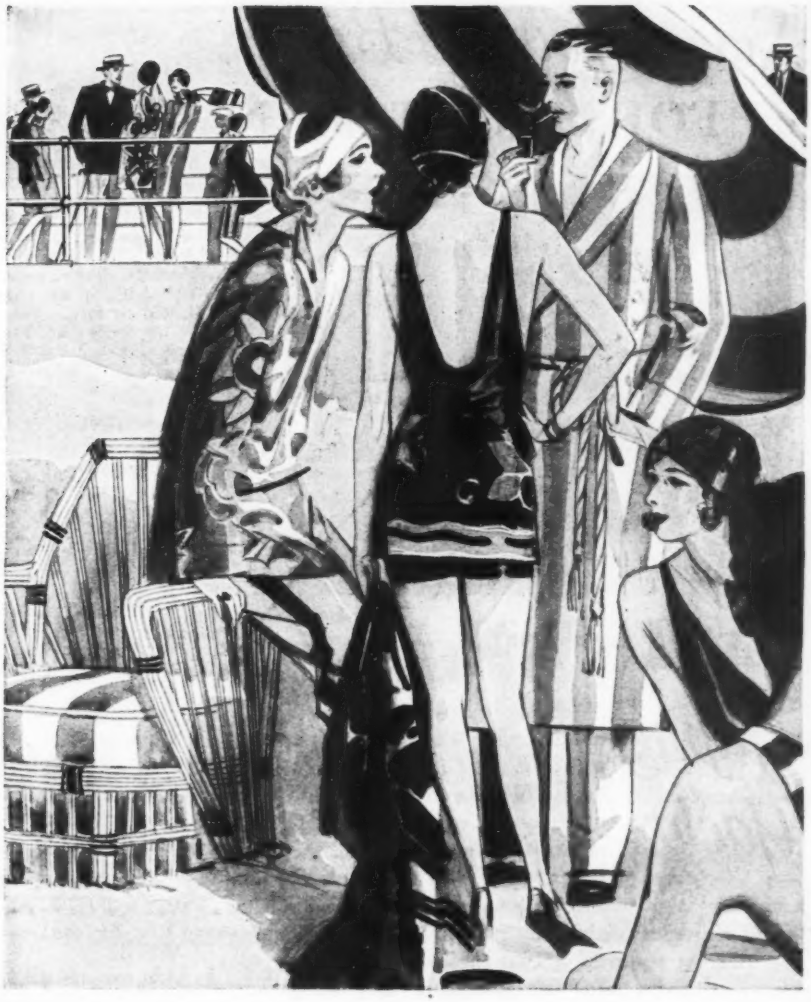
Fascinating as the mountainous islands look on the charts, and familiar though Greece is to students of history, very little seems to have been written about the Aegean from the point of view of the small-boat cruiser. It will be remembered that Hildebrand's delightful "Blue Water" ended at Piraeus, with only one side trip to the Cyclades. The cruise of four French girls which appeared not long ago in a contemporary magazine also concluded at the port of Athens, although two of the crew proceeded by steamer to Crete. Even the Coast Pilot, that mine of information and source of delight to every cruising man, dismisses so vital a subject as white squalls in the Aegean with the remark, "They were particularly dangerous in the days of sailing vessels, but now that sailing vessels have been almost entirely superseded by steamers they cause more inconvenience than danger." What price little auxiliary sailing vessels with no insurance, said Loomis to the editors when he came across this consoling statement.

Oldest cruising ground in the world the Grecian archipelago is, but the skipper and mate of Hotspur, poking about the islands with sail and motor, pen and camera, may be relied upon to find much that is new and intensely interesting to all boat enthusiasts. The waters are deep and blue, the anchorages give promise of excitement of many kinds, the islands are bathed in romance and sunlight—and the editors feel no hesitancy in promising their readers that this intimate journey of Hotspur in the Aegean Sea will call forth the most delightful series of cruise stories that has ever appeared in MoToR BoatinG.

BRUNS BUYS STOCK CRUISER

Wm. Bruns, president of Bruns, Kimball & Co., distributors of Matthews and Richardson cruisers, Hacker runabouts, Sterling and Kermath engines, has become a member of the Red Bank Yacht Club of Red Bank, N. J. Mr. Bruns is an ardent fisherman and is having built for his personal use this summer for offshore fishing, a 46-foot twin-screw Matthews sport cruiser.

Advertising index will be found on 3rd last page



Play and Rest at Fashionable

MONTAUK BEACH

The Yachtsman's Rendezvous

Montauk's famous promenade . . . 1,600 feet of broad, firm boardwalk . . . bisecting wide, white beaches . . . a lane of laughter by day, a boulevard of beauty by night.

ON Long Island's slender tip, 125 miles out in the Atlantic Ocean, is situated Montauk Beach, society's new sports center and rendezvous for yachtsmen. Uncrowded, unspoiled and unhurried, Montauk Beach offers every recreation facility for those who demand the fine things of life. Surf bathing from wide sandy beaches. Swimming in the large pool. Golf, 18 or 36 holes. Polo on regulation fields. Tennis on fast courts. Fishing, tuna or broadbill swordfish. A brisk canter over 30 miles of winding bridle paths. Yachting on the sound or Montauk Lake, the world's largest land-locked yacht harbor.

Spend this summer at Montauk Beach. Live at Montauk Manor—a 200-room fire-proof hotel with every modern convenience. Excellent cuisine, dancing and music. Easily accessible by rail, motor or water. Write today for illustrated booklet.

MONTAUK BEACH DEVELOPMENT CORP.
MONTAUK, NEW YORK

Seven-League Boots
• • FOR SPORTSMEN

EASTMAN

Flying Yacht

Speedboat and sport-plane combined, the Eastman Flying Yacht offers sportsmen the possibilities of seven-league boots. With a cruising speed of 90 m. p. h.—112 open throttle—it brings out-of-the-way places within a few hours reach. ¶ With its all-metal hull and its stout construction throughout, the Eastman Flying Yacht is both seaworthy and airworthy. Safety and stamina are inherent features. ¶ Two spacious cockpits provide plenty of room both for passengers and equipment. With three on board, the ship has a range of over 400 miles—nearly 300 miles with four. ¶ The Eastman can get off the smallest lakes without difficulty. It leaves the water in 8 to 12 seconds — climbs 1000-1200 feet per minute. ¶ You can quickly learn to fly the Eastman. Write today for our illustrated catalog and arrange for a demonstration. Our sales franchise will interest dealers.

DETROIT AIRCRAFT

FORT AND CAMPAU STREETS, DETROIT

Chanin Bldg., New York; Roosevelt Bldg., Los Angeles

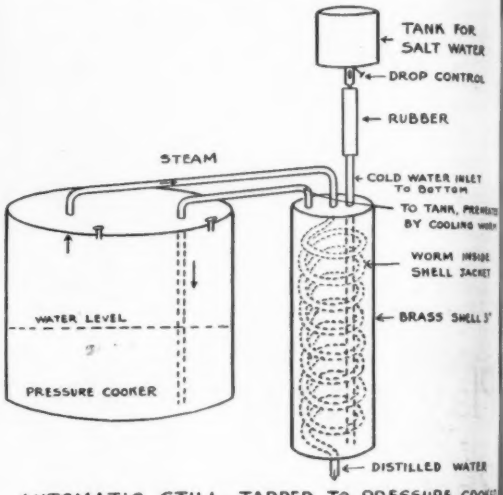
RYAN AIRCRAFT CORPORATION
LOCKHEED AIRCRAFT CORPORATION
PARKS AIR COLLEGE, INCORPORATED
PARKS AIRCRAFT CORPORATION
EASTMAN AIRCRAFT CORPORATION
AIRCRAFT DEVELOPMENT CORPORATION

BLACKBURN AIRCRAFT CORPORATION
MARINE AIRCRAFT CORPORATION
GROSSE ILE AIRPORT, INCORPORATED
GLIDERS, INCORPORATED
AIRCRAFT PARTS COMPANY, INCORPORATED
DETROIT AIRCRAFT AIRPORT CORPORATION

NAUTICAL AUTOPSIES

(*Continued from page 26*)

and also as a pre-heater for water entering the boiler which is an ordinary pressure cooker. A sight oil feeder was soldered to the bottom of a five gallon can and connected to the intake by rubber hose. A constant level can be maintained in the boiler by regulating the intake to equal the output. The drawing is self-explanatory. Fortunately I have never been called upon to use the apparatus but the knowledge of its availability is comforting. Recently a friend who left for a lone cruise in the South Pacific started with only twenty gallons of water, but with two hundred gallons of kerosene and a still. He is carrying potentially eighteen hundred gallons of water. He writes me that the device, once in operation is entirely automatic except for watching the water supply in the tank which he has firmly bolted on deck. The still can be made in a few hours at a cost of not more than three dollars. The boiler is a pressure cooker one of which every yachtsman should carry.



AUTOMATIC STILL - TAPPED TO PRESSURE COOKER

Water entering cooling shell should equal amount of distilled water taken off

The compass has long been a problem. We have had half a dozen, all good but no one entirely satisfactory. On a recent airplane trip I was interested in the steadiness of the compass used, so I purchased one and fitted it to a bracket, bringing it practically to eye level on the after end of the house. These compasses come with a clever correcting device. After swinging ship and making the necessary adjustments we find it far and away the best we have ever used. One must accustom himself to read it, as it reads backwards. The convex glass cover magnifies the points which are of luminous paint and clearly visible at night. It is far more restful to watch than the old card type, weighs about half as much, and takes up very little space.

A wise man has said that knowledge is the outgrowth of indiscretion, either your own or others'. Nautical knowledge is no exception. Accidents happen to the unprepared and they reoccur to those who are not willing to hold an autopsy. There is still much on a boat that is there only because our boat building forbears put it there. Improvements come when accidents force upon us the necessity for some changes.

All in all, nautical autopsies are good things!

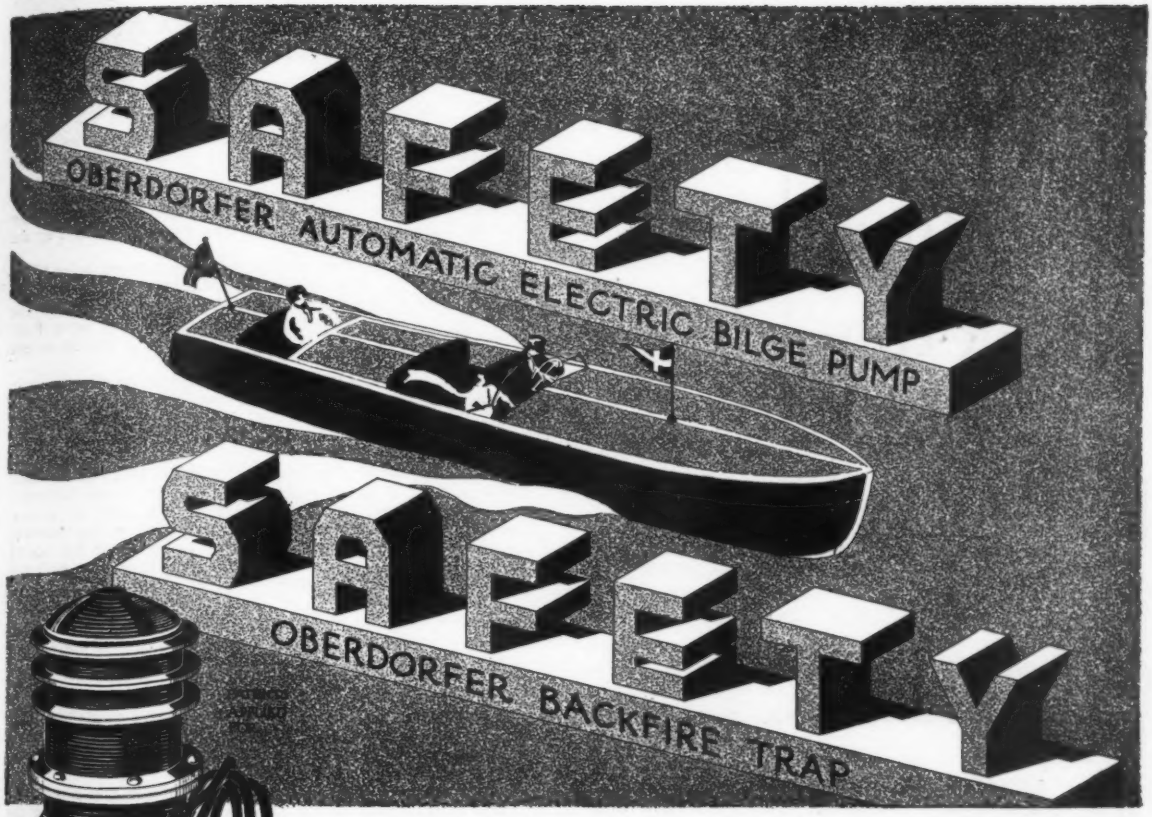
CLEON C. MASON, M.D.

A TESTER FOR DRY CELLS

The Roller-Smith Company, New York, N. Y., announces a new instrument, the Type BME No. 6 Dry Cell Tester, which fills the need for a satisfactory instrument for testing No. 6 dry cells. Such dry cells are sometimes tested by taking the voltage reading, which is of little value. The voltage of a dry cell will hold up nearly at its maximum even when the cell is practically useless; another method of testing being to short-circuit the cell through an ammeter which imposes a severe drain on the cell. With the type BME Tester the current flow is limited to about 6 amperes on a new cell and the instrument indicates whether the condition of the battery is good, medium or bad.

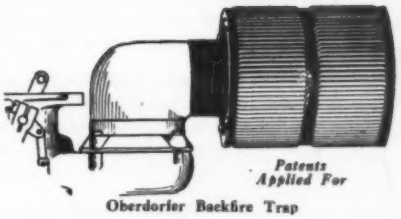
This little instrument is very rugged and reliable and will give accurate indications under all conditions of use.

Advertising index will be found on 3rd last page



PLAY SAFE!

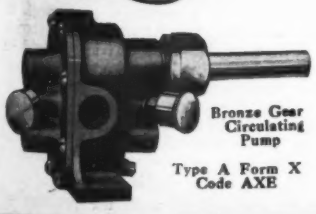
Banish the Danger from FIRE and LEAKAGE



Patents Applied For

Oberdorfer Backfire Trap

Hand Bilge Pump



Bronze Gear Circulating Pump

Type A Form X
Code AXE

STICK to the course of safety and you'll know no regrets. It is worth while just for the sake of your comfort of mind to know that your boat is thoroughly protected against these two great hazards of the water.

Far too many fires start from a backfire explosion. The Oberdorfer Backfire Trap definitely eliminates this grave menace. Available in three sizes for any kind of carburetor. The Oberdorfer Backfire Trap is an Underwriters Laboratories' approved safety device. It is built to marine specifications of non-corrosive metals.

Another vitally important device is the Oberdorfer Automatic Electric Bilge Pump. It is not only a safeguard in case of dangerous accumulation of bilge water but it also saves you no end of *trouble and bother*. A flip of the switch and this marine robot will do all your pumping for you *automatically*.

The height of the water in the bilge controls its action. The "Master" Model comes in 6, 12 and 32 volt units.

Send for bulletins covering full Oberdorfer marine line including hand bilge pumps, bronze gear circulating pumps, and motor driven outfits with gear and centrifugal pumps.

Your marine supply dealer handles Oberdorfer products.

M. L. OBERDORFER BRASS CO.,

Makers of Pumps Since 1875

2200 THOMPSON ROAD — SYRACUSE, N. Y.

Oberdorfer Pumps

Where good seamen get together

you'll find this horn

AT YACHT CLUBS, at boat anchorages, at sea . . . there's one horn more popular than any other two added together. It is the Marine Model of the Robert Bosch Vibro-Balanced Horn. And, man, it's as sweet a horn as ever shipped before the mast.

It's at home on any heaving deck. It's always ready to sing out its lusty warning . . . in spite of water, wind, heavy weather or salt air. It requires no lubrication. It requires no adjustment. And its tone has a marine quality that goes far in a fog.

The Robert Bosch Vibro-Balanced Horn is now furnished in chromium plated finish as well as in polished brass or black enamel . . . to match the fittings of your boat. Your dealer probably has a Robert Bosch Vibro-Balanced Horn in stock—or can get it for you in a jiffy.

* * *

Have you seen the new catalog of Robert Bosch Products for motor boats? We will gladly send you one on request.

All Robert Bosch Products bear the full name "ROBERT BOSCH" and this trade mark of Robert Bosch A. G. . . . . .

ROBERT BOSCH MAGNETO CO., INC

3603C Queens Blvd., Long Island City, New York

Robert Bosch

Vibro-Balanced

HORNS

OLIVE K's UNIQUE CRUISE

(*Continued from page 39*)

are full of small fissures, some of them no wider than one's hand. These often lead back into small basins, also formed by the action of volcanoes, and by the pounding of the elements over a period of thousands of years. Several species of the smaller fish have long ago learned that by passing through these fissures they can reach the little water holes, and there live unmolested by their larger brothers back in the deeper waters.

"Some of them get to be of fair size in these little pools. They are easily taken. We had several meals of them and they are splendid food.

"At night one could take a little hand dip net and, going to the forward end of the boat, scoop up mackerel averaging two feet in length as fast as he could stick the net in the water. The searchlight, falling into the water, revealed the tiny larvae floating on the water and the fish, spying this, came in swarms to feed on it.

"By taking a glass bottomed bucket and placing it in the water one could see hammerhead sharks, five, six and seven feet in length lying on the white sand of the ocean bed 75 feet below the surface and near the shores of the islands. The waters fairly abound with sharks.

"Millions of birds populate the islands; birds of beautiful colors and a lot of queer looking fellows such as we had never seen before. They range in size from tiny ones of sparrow caliber, up to the stately old pelicans. Nature has endowed them with an almost uncanny skill of snapping up fish out of the water. And that is what they live on. There's no fruit and few berries on the islands; they must resort to sea food. Animal life abounds on some of the islands, though they inhabit the higher points, well up in the hills, where forage is more plentiful. For that reason you seldom see them. There are goats and wild pigs, offspring of animals that years ago escaped by swimming or were washed ashore from ship wrecked vessels. Since they are never hunted their numbers are, of course, constantly increasing. The birds are as tame as house pets, for they, too, have never been fired upon. As a result of this it was possible to make some unusual motion pictures of them in their natural habitat.

"One of the most interesting sidelights of our trip was a visit by plane to the home of the San Blas Indian settlement off the Atlantic coast of Panama. I believe this tribe to be the most primeval inhabitants of this hemisphere. It was here that recently a traveler-writer found the much heralded blonde Indians. We saw a number of Albinos, for that is what they really are, among members of the tribe, and several of their babies. Their hair is almost white, while their eyes are as pink as the eyes of white rabbits.

"It was a quaint place. They never let a white man remain over night; will not even permit him to tie up in the bay nearby. And it is one place, I might say *the* one place, where money has absolutely no meaning. I scattered some change on the sand and they snatched for the pennies first, because they were the brightest. And when they get them they want them only to hang on a string and wear about their necks. They have no medium of exchange, and don't need it, since they subsist on tropical food and fish. The white man has not yet contaminated them commercially, and is still pretty much of a stranger to them.

"Ever since we were boys in school studying geography, we've looked on the Galapagos group of islands as being much out of the world. And until science stepped in a few years ago they were, in a large way. Today they're even closer than some of the out-of-the-way places right here in the United States.

"We had radio apparatus, of course, on the boat. At 8 o'clock in the evening I would call the radio station in Massachusetts on the Atlantic Coast, to give messages for various parts of the United States. I would get off a message to George D. Smith in Dayton at 8 p. m. Reaching the Atlantic Coast station it was wired by Western Union to Dayton. And it would be delivered to him around 11 o'clock the same evening. Three hours' service between the Galapagos and Dayton, Ohio, is pretty quick work, isn't it? And if science has done that in the last ten years, try and figure out how close the whole world is going to be to each other in another dozen years."

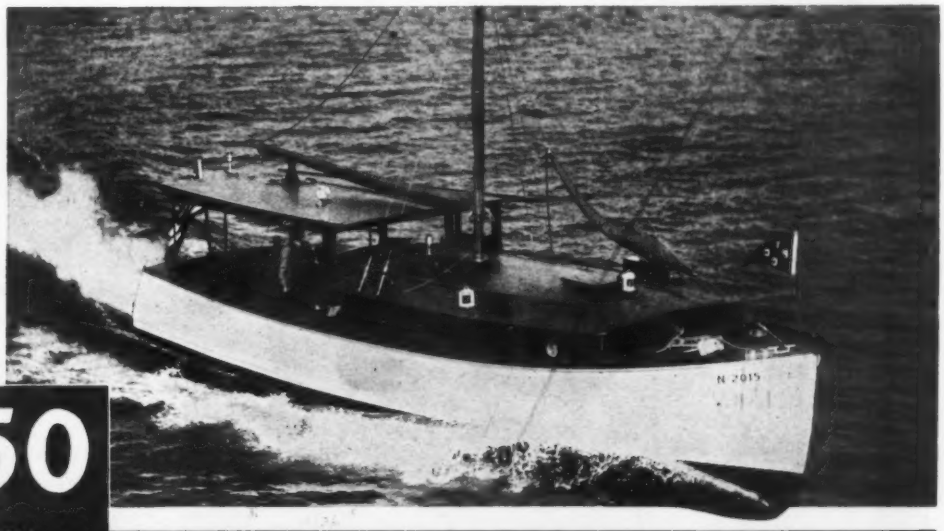
CORRECT YACHTING APPAREL

Yacht owners who may be confronted with the problem of properly outfitting themselves and their crew with suitable clothing and uniforms, will find a great deal of assistance in a booklet prepared by the Brooks Uniform Company of New York City, in which their complete line of Saltair yachting apparel is described. All of their clothing conforms strictly to yachting regulations and specifications and has been approved as the correct dress for owners, members, officers and crew. Copies of the booklet may be secured by writing to the Brooks Uniform Company at 143 West 40th Street.

Advertising index will be found on 3rd last page

THE GREATEST BUY AFLOAT

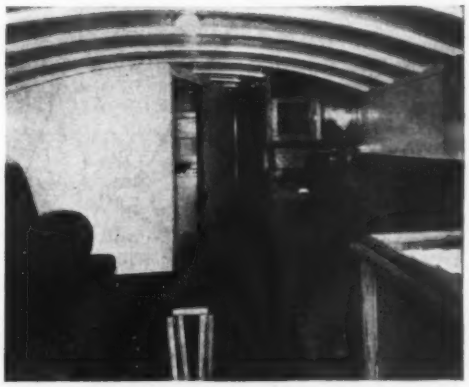
« « « AND THE HUSKIEST BOAT TO OWN



$6850
AFLOAT
PORT CLINTON

THE MATTHEWS SINGLE CABIN CRUISER

The 38-foot Single Cabin Matthews Cruiser is more than a fine-looking boat. Integrity has built staunchness into its husky hull. Experience has packed it with responsive performance. Knowledge based on 39 years of boat-building, supplies undreamed-of comforts, new niceties of design. Spacious and gracious in its cabin appointments, you'll discover this "38" leads the cruiser field for unexcelled galley, toilet and locker facilities. It is without a peer for sea-going beauty—has no parallel for outstanding value. The Matthews "38" can be taken to sea in any weather. Yachtsmen who can afford and often do own palatial yachts find their keenest pleasure afloat closely linked with its 17-mile-an-hour responsiveness. Write for full details—or inspect this model at the nearest Matthews display rooms.



Ripened experience is responsible for the gracious appointments and atmosphere of comfort in the four-passenger single cabin interior.

THE MATTHEWS COMPANY
Designers and Builders of Boats of Distinction . . . . Since 1890
PORT CLINTON , , , OHIO

"38" Matthews 46

SALES AND SERVICE—The Barret Co., 112 Second St., Louisville; Belle Isle Boat & Engine Co., 8777 E. Jefferson Ave., Detroit; Boardman & Flower, 1740 Van Ness Ave., San Francisco; Bruns, Kimball & Co., Cor. 5th Ave. and 15th St., New York City; Lake Erie Yacht Brokerage Corporation, 1365 W. 17th St., Cleveland; Wm. V. Masson, 1619 Baltimore Trust Bldg., Baltimore; Matthews Florida Branch, 17 McAllister Arcade, Miami; Mississippi Valley Yacht Sales, Times Bldg., Alton, Ill.; Walter H. Moreton Corporation, 1045 Commonwealth Ave., Boston; J. A. Scarlett, 436 E. 2nd St., Cincinnati; The Sebo Boat Co., 3206 E. Main St., Houston; Robert V. Statts, 675 S. Park View, Los Angeles.

spanking breeze—
a choppy sea—lee rail awash.

—and a camera that captures all the thrill in a thousandth of a second! That's Graflex!

Great photographs are the windows through which past pleasures are seen again . . . lived again.

This summer, be sure there's a Graflex aboard your boat! Races and regattas . . . water sports . . . week end cruises—and then September . . . the Cup Race that thrills the world!

This is *THE* summer for the finest of cameras.

Graflex pictures live. For Art . . . for Action . . . for scenes of rare beauty, portraits that capture real personality . . . Graflex. Greater certainty of focus, greater artistry of composition. When it's in focus in your *Graflex* finder, it's in focus on your film.

The CAMERA For More *Interesting* Pictures

GRAFLEX

FOLMER GRAFLEX CORP. . . . ROCHESTER, N.Y.

FOLMER GRAFLEX CORPORATION, *Dept. 59*, ROCHESTER, N. Y.
I want to see the booklet that tells how more interesting pictures are being made. Please send "Why a Graflex?" to name and address written on margin of this page.

SAILOR'S KNACK

(*Continued from page* 24)

It was Dixie who asked, after gazing thoughtfully at my ancient war-scarred spruce stick, "Does the boat sail better when the mast has cracks in it?" It was Dixie who inquired excitedly as we tacked out the channel between the black buoys, "Are those black things the stacks of sunken steamers?"—It was Dixie who, as I shouted *Ready about*, peered at me apprehensively and aired her new vocabulary; "Honey, what you goin' to do—you goin' to *tackle*?"

I taught Dixie to row—but I shall not go into that. I will spare you that except for one detail. In south Jersey we have those open rowlocks—I don't know the technical name—but they are just two pegs in the gunwhales. The oars waggle in them and unprotected leap out and slither along the gunwhales. This was, to Dixie, an impossible situation, solved finally by myself or the Other One sitting most ungracefully with a sneakered foot rooted protectingly over each oarlock.

Now, here is my point, Cap'n Tom's point. Here was this Dixie, young, a good sport, always in trouble on a boat and here was the Other One, as inexperienced as Dixie on the water—and yet in three day's time I could hand over the tiller to the Other One and with perfect confidence go forward for a snooze in the sun. Tom was right, you are born with it or without it, this thing called sailors' knack.

—Catherine D. Bowen

SUPERCHARGED ENGINES AT CHICAGO SHOW

In addition to the standard models of Niagara which include the new line of 8-cylinder motors from 125 h.p. to 200 h.p. in several sizes and the new Niagara Fours 30/40 h.p. and 60/70 h.p., one of the features of the exhibit at the Chicago National Motor Boat Show, was the supercharged Model HSS 4-cylinder Niagara motor.

This was the only standard supercharged engine in the exhibit. The Niagara was conspicuously dispayed with much interest by visitors in the trend of manufacturers toward the substantially built-in supercharger feature, which permits an unusual amount of power with exceptional low weight and minimum space occupied by the power plant in the hull. It is considered by many that with Niagara special features this year, including the supercharger, the built-in reduction gear job and the unusual power developed for the weight, these motors are considerable in advance of the season.

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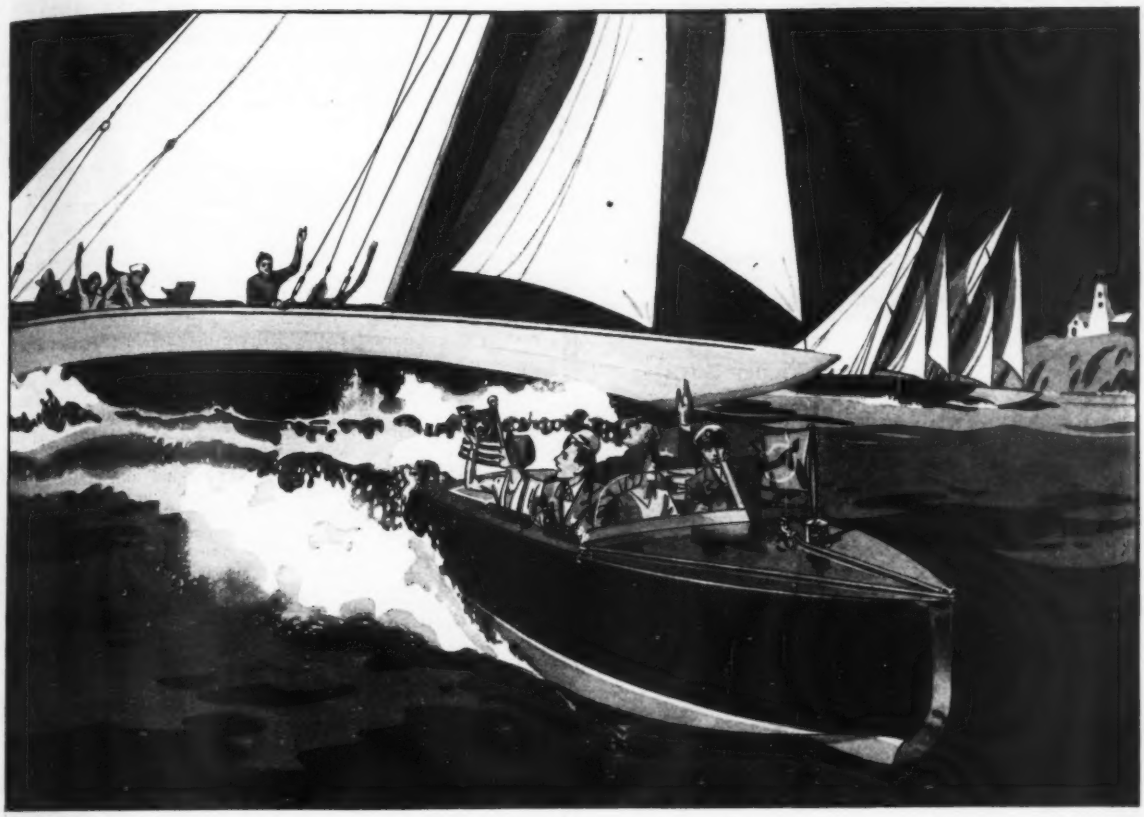


—and outboard racing craft that win the cups:

LIGHTNING—11½ feet, for A Class, Division 1 and 2; B Class and C Class, Division 3. $240.

ROCKET—13½ feet, for B and C Class, Division 1 and 2; D Class, Division 3. $260.

FLASH—14 feet, for D and E Class, Division 1, 2, or 3. $310.

ALL PRICES F. O. B. PHILADELPHIA

...Specific Facts...

26 m. p. h. 17 feet in length. Beam 62". Freeboard forward 26". Freeboard aft 24". Sturdy single planked construction (easier to repair in case of accident). Quicker steering control by means of outboard drive unit. Genuine mahogany hull and decks. Frame — airplane spruce. Auto type steering wheel, lights, starter and ignition. All nickeled silver fittings. Equipped with cushions, life preservers, fenders, lines, flags, tools. Your Sportship is complete—ready to run!

There's *Quicker* Control . . . *Safer* Speed in Your Ludington Sportship . . . $995

With the quick response of a high strung polo pony, your Sportship turns instantly, ahead or astern. The new rudderless outboard drive steers and reverses by the propeller alone—swings your Sportship in her own length, maneuvers her instantly in any direction.

Try it! Jump into a Sportship! Take 5 of your friends and settle deep in the dry cockpits forward. As you swing her out from the float and feel the quiet power in the Gray motor aft at speeds up to 26 miles, you'll know you're driving 17 feet of thoroughbred. Sleek lines and shining finish impress you with her beauty—performance proves itself—and the name of Ludington is proof of scientific design and sound construction.

The low price of the Sportship brings boating pleasure within the means of thousands. For in the Sportship, and the Sportship Senior (with refinements of construction, fittings, and equipment at $1265) you have sturdy, safe counterparts of the most expensive runabouts. The deferred payment plan brings you *immediate* ownership. If you're looking for real boats, real value — you'll mail the coupon today.

On display at Port Elco, 247 Park Ave., N. Y. C.; Port Ludington, 258 S. Broad St., Phila.; Wheeler Shipyard, Syracuse N. Y.; and other convenient locations.

LUDINGTON
AIRCRAFT, INC.
108 Atlantic Building
Philadelphia, Penna.
BOAT DIVISION

Without obligation, send me your new catalogue on Ludington boats.

I am interested in
- ☐ Sportships
- ☐ Outboard Racing Craft
- ☐ Dealer Franchise

Name.....

Address.....

The Skipper Says—

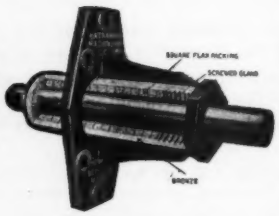
A shaft out of alignment sure can make a man's life miserable. There's one sure cure though. Hathaway Resilient Flax Packed Bearings. The flax packing acts as a cushion and will compensate for any slight misalignment of the shaft. Hard for me to see how a man who knows anything about bearings can consider any bearing other than Hathaway Bearings. They've got everything.

Hathaway Flax Packed Stern Bearings are a revelation to boat owners and yachtsmen who have despaired of ridding themselves of the evils that other types of bearings are heir to. With Hathaways installed—all vibration and pound are eliminated as are the annoying break-downs from overheating and shaft wear, with their attendant expense.

Actual tests have shown as high as five years service without repacking. When repacking becomes necessary it can be done in from one to three hours without removing the bearing from the boat.

Compare the many advantages of Hathaway Bearings—check up their virtues—proven by years of use—against any other type of bearing. You too will join the ranks of experienced yachtsmen who are turning to Hathaway Bearings for certain solution of the bearing problem.

Your fittings dealer should be able to supply you. If, however, he has not yet learned that Hathaway Bearings make fast friends for dealers, write us. We will quote and ship direct to you.



The Hathaway

MACHINERY COMPANY

NEW BEDFORD, MASS.

NARRAGANSETT BAY IN 1930

(Continued from page 41)

Atlantic coast and who still believes there is no place quite like home when it comes to the genuine hospitality of the sea, from one who has been taxed a cent a gallon for water at some fashionable centers, but never in all his calls at ports in Narragansett Bay.

Really I don't care a hoot whether or not you accept this unofficial invitation to participate in the fun. I'll be there, all dressed up in my Sunday-go-to-yachting togs, along with those who can tell more about yachting in ten minutes than I ever expect to know during the remainder of my career as a sailor, and along with some who don't know any more about sailing than I do and who have so far successfully risked their necks in attempts to learn by bitter experience.

Newport, of course, will be the center of activities, but the rest of Narragansett Bay will have its part in the general program. A few days ashore at Newport, if you wish, will enable you to see the showplaces of the rich, the navy's wonderful plant, the forts, the torpedo station and, best of all, the Naval Training Station and War College, as well as a hundred and one other things, all interesting, many of them beautiful and not so much a force for war as perhaps for peace.

You may wish to leave Newport behind and cruise up into Mount Hope Bay and under one of the country's newest, most beautiful and most expensive toll bridges, seventh largest in the world, the Mount Hope bridge, connecting the island of Rhode Island with the mainland, and opened late last Fall. From Mount Hope Bay you may sail down under several draws into the Sakonnet river, with Summer resorts dotting the shore, or even up into Fall River, the great Massachusetts textile center, one of Rhode Island's good neighbors.

Ashore, further up from Newport, you may decide to run into one of a score or more of peaceful harbors, all with their modern and hospitable yachts clubs. At Narragansett Pier you may bathe or rest on the warm sands, or dine and dance. Rocky Point and Crescent Park, Oakland Beach and Island Park, all offer amusement resort fun, and the far-famed Rhode Island shore dinners, quite different from shore dinners anywhere else in the world, are to be had. The clambake, as you may know, is a Rhode Island institution, for it is at these bakes that clams, lobster, green corn and other such things are baked and steamed in seaweed heaped on a great mass of almost white-hot rocks.

East Greenwich, Warwick, Warren, Barrington, not to forget Bristol with the great Herreshoff shops, where for years cup defenders have been successfully turned out, and a dozen more Rhode Island towns have splendid harbors, while several will prove attractive to the yachtsman who brings along his golf bag and sticks.

At the head of the bay, with its skyscrapers looming up long before the harbor is seen, one will find busy Providence, within a short distance of several up-river yacht clubs, pronounced among the best in the entire bay. Included are the Edgewood, Rhode Island and Washington Park clubs, all with large fleets. Providence, if the visiting yachtsman includes some land cruising along with his sailing, has many historic and beautiful spots, among them that wonderful land of June roses known as Roger Williams Park, a park, which for natural beauty is not excelled anywhere, it has been truthfully said, on the Atlantic coast. Fun for youth or adult will be found in a unique establishment within this great park known as monkey island.

Take in the one big race, as well as a few of the smaller ones which will be staged by individual clubs during the season, cruise in and out of the many peaceful harbors, scrub decks and polish brass in order that your trim craft may attract as much attention as the other fellow's; go ashore and dine and dance and play golf; just enjoy yourself as you, as a sailor, see it. But rest assured that when you leave Narragansett Bay in 1930 you will say, as others before you have, that no bay along the coast offers better harbors, more genuine hospitality, more modern, not elaborate, clubs and more diversity of entertainment, ashore or afloat, than does Narragansett Bay, the water off the shore of the smallest state in the Union.

And as a pseudo-yachtsman, who believes Narragansett Bay everything he has pictured it to be, and without an official or even semi-official authority whatsoever, I extend to you, on behalf of the Governor of the State, the mayor of every city and the town council of every town, as well as the commodore, vice-commodore and just plain everyday member of every club in the bay, a cordial welcome to take part in the big doings in Narragansett Bay in 1930.

If I have misrepresented anything it has not been intentional. I am enthusiastic over Narragansett Bay as a real treat for all who love the water, and once you sail into these waters you'll be just as enthusiastic as I am or I miss my guess.

Advertising index will be found on 3rd last page

The "225"—downdraft carburetion Oil Cooler—Oil Filter—Overboard Crankcase Ventilation

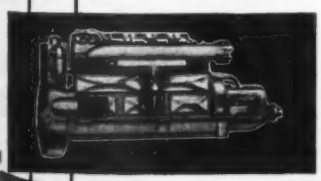
PROMINENT
in *Prominent* Yachting Circles

At the very smartest of the smart yacht clubs, you will find Kermath-powered boats everywhere in evidence.

Above are the flags of America's foremost Yacht Clubs which are listed below. Kermath powered boats are giving superlative performance—the high type of performance which you demand—at all of these clubs:

New York Yacht Club	Seattle Yacht Club
Detroit Yacht Club	St. Francis Yacht Club
Columbia Yacht Club	California Yacht Club
New York Athletic Club	Larchmont Yacht Club
Bayside Yacht Club	Indian Harbor Yacht Club
Manhasset Yacht Club	Chicago Yacht Club
Boston Yacht Club	Stanford Yacht Club
Eastern Yacht Club	Corinthian Yacht Club of Philadelphia
Maryland Yacht Club	Florida Yacht Club

The "125" with 7 Bearing Crankshaft



If you would have super-power, super-performance, super-reliability, write for a catalog descriptive of the new Kermath "225," "200" and "175" models, or of the 125 and 100 H. P. Kermaths, all sizes, which furnish a conservative, thoroughly dependable and satisfying performance.

4 to 225 H. P. **$295 to $2300**

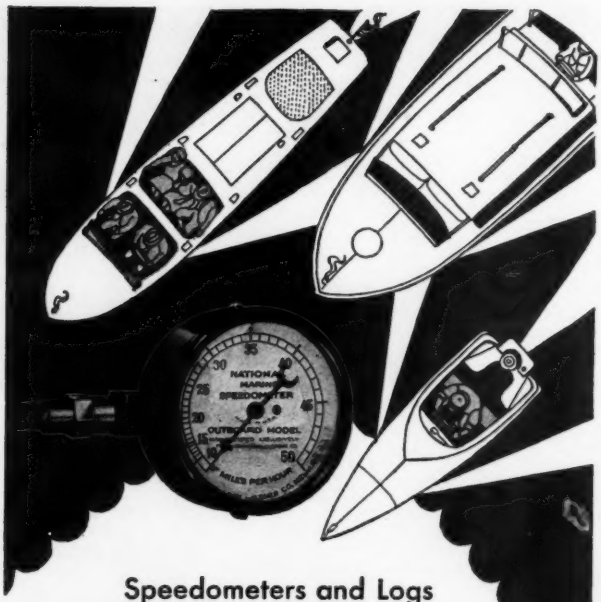
KERMATH MANUFACTURING COMPANY

5879 Commonwealth Ave., Detroit, Mich.
90 King St. W., Toronto, Ontario.

New York Show Rooms—5th Ave. & 15th St.

KERMATH

A "KERMATH" ALWAYS "RUNS



Speedometers and Logs for any boat up to 75 feet and any speed up to 60 miles... These instruments are reliable. Different models are made for different types of boats, but all are dependable instruments, and accurate within 2% ... The speedometers tell you at a glance just how fast you're going through the water and the logs show your trip mileage and total mileage as well. Once you've used one, you'll never be without it, any more than you'd run a car without a speedometer ... It's a great help in navigating by chart and compass—a life saver in a fog and a constant check on your engine ... These fully tested, dependable gauges are rendering valuable service on large and small boats of all types from cruisers to outboards ... Passage through the water creates the pressure which is translated accurately into M. P. H. on the dial. There is no connection with motor power, nor towage of apparatus.

NATIONAL MARINE SPEEDOMETER
Outboard Model $18.50 each.
Models A, B, C & D for speeds up to 15, 25, 35, 60 M. P. H. $30 each.

NATIONAL LOG
Models H or J for 35 or 60 M. P. H. $150 each.

Ask your dealer and if he has none on hand, write us direct and give us his name.

THE NATIONAL LOCK WASHER COMPANY
40 Hermon Street
Newark, N. J.

IN THE NATION'S SERVICE

(*Continued from page 49*)

would make most interesting reading; suffice it to say she pulled through and subsequently left Vigo for the Allied harbor of Lisbon where in a friendly atmosphere the refitting and general reconditioning was lightened by a most cordial reception on the part of the Portuguese. Curious enough, Corsair saw more fighting during a seven week lay-up here, during which a revolution and a counter-revolution took place, than in all her many months of active naval service.

Subsequent months found the yacht back on her endless round of duty on patrol in the Bay of Biscay. In June of 1918 when the fine cargo steamer California was unfortunate enough to collide with a mine fifty miles off the entrance to the Gironde river it was Corsair which stood by, speedily picked up the eighty-five officers and men of her complement, and took a ten inch manila hawser aboard to try and save the sinking ship. That the vessel was lost was not through any lack of trying on the part of the former Morgan yacht, the bright feature of the occasion was that not a single life was lost.

Several months later Corsair sighted the disabled Norwegian steamship Dagfin, loaded with supplies for the Italian government, which had been drifting about for six days with a broken shaft; a splendid target for a wandering U-boat. After waiting for the sea to moderate a bit, and receiving permission from Brest to take the Dagfin in tow, Corsair was able to get one hundred and fifty fathoms of ten-inch manila hawser aboard the forlorn 2000 ton tramp. It was two days after first sighting the Norwegian before the gale had subsided enough to permit this and then under the greatly reduced speed of six knots the slender and graceful erstwhile yacht proceeded to take the bulk of a ship no less than three hundred miles through the submarine zone and deliver her into the safekeeping of a tug sent out from Brest. This little adventure, with the ticklish seamanship and endurance involved, resulted in an official letter of commendation from Vice-Admiral Wilson.

The remaining months in foreign waters were few, but the experiences none the less memorable. On one occasion Corsair was used by Commander-in-Chief of the Atlantic Fleet, Admiral Henry T. Mayo, and his staff, for a trip from Royan to Pauillac. Some time after this visit by a four-starred admiral the yacht was used by Admiral Sims at Queenstown during the aftermath of the war as his flagship. This was the period when the forty odd thousand mines which had been laid across the North Sea had to be removed, and when many German merchant ships were transferred to the American flag as provided in the terms of the Armistice. Goodby ceremonies involving the presence of many celebrities, official and otherwise, were the last preliminary to the final dirty coaling-up job and then with a one hundred and eighty foot homeward bound pennant streaming from the masthead Corsair set out on her homeward voyage.

The 49,983.6 miles in foreign service which constituted her steaming record did not wear out Corsair but they did leave their marks. After being placed out of commission in June, 1919, the erstwhile fourth-rate gunboat underwent a rejuvenation and less than two months later returned to the Glen Cove anchorage of the New York Yacht Club with the Commodore's flag at her masthead. Once more the trim and immaculate yacht, she was now showing her two service chevrons on her funnel. Wooden plugs did not conceal the borings in the spotless decks which had been necessary for gun mountings while the scarred pine planking bore mute evidence to the countless numbers of cases of shells which had been dragged across her decks to keep the energetic gun crews busy. Such mementos as these had been left to do honor to a craft which had in the true manner of a thoroughbred upheld the prestige of its predecessor.

NEW DIESEL YACHT LAUNCHED

Cox & Stevens, Inc., naval architects of New York, report the following launching of a new diesel yacht designed by them and which will undoubtedly excite unusual attention on its arrival in local waters some time after June 1.

On April 22, Elda, which was constructed for Arthur V. Davis, president of the Aluminum Company of America, was successfully launched at the plant of her builders, Defoe Boat & Motor Works, of Bay City, Michigan.

The hull is distinctly modern in design with straight stem, transom stern, good freeboard and a lively sheer.

Elda has a waterline length of 130 feet, with a beam of 18 feet. She is equipped with a pair of specially designed V-type 16 cylinder Winton Diesel Motors, which will give her a speed of 20 miles per hour.

The yacht has been designed for use in northern waters during the summer, and West Indies in winter, and embodies a revolutionary design, combining comfort and absence of noise and vibration. The clean profile with good seagoing qualities and high speed make Elda a most attractive yacht.

Advertising index will be found on 3rd last page

DEE WITE Wins

Albany-New York Classic!

Illustration shows Jack Prosser at the wheel of his Dee Wite

Dee Wite

JACK PROSSER, with his stock model Dee Wite, skimmed the weaving waves of the Hudson to a record-breaking finish in the Third Annual Albany-New York race for standard, inboard powered boats, covering the 133 mile distance in 4:19:43.

Prosser's Model 7 Dee Wite was taken from stock the day before the race, driven for one hour, and tied to the dock with motor idling during the night. At the start of the race onlookers did not give Prosser a chance, but he gradually overtook the leaders one by one, arriving at the Colonial Yacht Club in New York almost 15 minutes ahead of the nearest contestant.

Dee Wite's victory is added proof of the stamina, speed, and dependability inherent in every Dee Wite model.

11 Other Dee Wite Models — Each as Dependable as the Albany-N.Y. Winner

All your desires for exhilarating water motoring are answered in a Dee Wite—maneuvered as easily as your car—instantly responsive to your touch of the controls with flashing speed. With a Dee Wite, luxurious, comfortable transportation on inviting waters is yours—day upon day of care-free pleasure for the entire family!

Every lover of the water—fisherman, hunter, camper, vacationist, summer cottager, or commuter — will find a Dee Wite model that gives him ideal boating joy! Twelve models to select from, 20 to 40 m.p.h., 4, 6, and 8 cylinder power plants, including a sensational 17 foot Dee Wite at $1185.

$535, $585, $985, $1185 and up to $2685

F. O. B. Factory

Mail the Coupon for Free Catalog

Convenient Deferred Payments

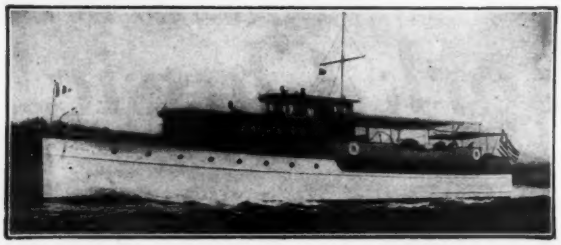
Inspect America's Finest Fleet of Popular Priced Pleasure Craft at your nearest dealer's today. Any of the 12 Dee Wite models may be purchased on the Commercial Credit Deferred Payment Plan, if desired. The new Dee Wite Catalog completely describes the entire line. Send coupon for your copy.

DWIGHT LUMBER COMPANY
Boat Division — **Department 56** — **Detroit, Michigan**

DWIGHT LUMBER COMPANY, Dept. 56, Boat Division, Detroit, Michigan.
Gentlemen: Please send me, without cost or obligation, a copy of your new 1930 Dee Wite Catalog.

Name_____ Address_____

City_____ State_____



77-foot Standardized

Cruiser

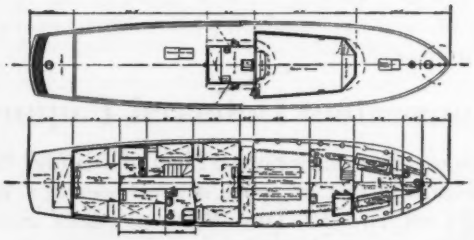
Personalized & Individualized

By popular demand, this beautiful Cruiser, originally built to individual requirements, has been standardized. Yet, each boat is personalized and individualized to conform to the wishes and desires of the owner. It is unquestionably one of the most sensational medium-length Cruisers on the market today.

Long, sweeping lines, an exceptional amount of deck space, roominess in the living quarters, in every way seaworthy, this sturdy rugged Cruiser is built for long, hard service. We urge you to visit our shipyards and see its performance in the water. Complete details, exterior and interior views, specifications, prices, etc., on application.

SPECIFICATIONS

16-foot Beam
Double-planked Hull
Decks of Teak
Houses of Mahogany
Two Double Staterooms
Two Single Staterooms
Two Bathrooms
Combination Dining and Living Room
Large Deck House
Captain's Stateroom adjoining Pilot House
Galley running full width of boat
Quarters forward for Crew of Four
Frigidaire Ice Machine
Decatur Pressure Water System
110-volt Electric Generator
Bilge Pump
Electric Windlass
15-foot Tender
12-foot Dinghy
Unusual Appointments and Refinements
Powered with either Gasoline or Diesel Motor



Our Custom-built Department has been an integral part of our organization ever since we began business thirty years ago. We would be happy to submit plans and specifications covering your individual ideas.

The New York
Yacht, Launch & Engine Co.

Morris Heights, New York City

TALLEST MASTS EVER BUILT

(*Continued from page* 55)

the halyards for lowering and hoisting sail through the interior of the mast, thereby reducing wind resistance. The mast is oval, rather than round in shape for stream lining.

Because of the vast spread of the sails tremendous strength will be demanded of the masts on all of the cup defenders, each of which has been provided with a spare spar in the event of disaster. All of the original masts for each of the defenders are similar in construction and design to that for Enterprise. So are the spares with one exception, which is made of metal.

Strength requirements have been chiefly responsible for dictating the use of the monel metal tang fittings. These were first used on Vanitie, when she was refitted last year for trials preparatory to this year's contest. They are finger-like in construction and are spread out like a palm so as to distribute the strain over a large area on the near side of the mast, instead of a wire loop passing entirely around it as in the older type of rig. This feature reinforces the mast and eliminates the necessity of dismantling the sail track in taking down the rigging. Laboratory tests show the tangs to have a tensile strength of more than 100,000 pounds per square inch. Some idea of the strain on fittings and mast may be gained from the fact that the mainsail itself weighs almost half a ton.

In a brisk wind of 30 miles an hour the 7,500 square feet of sail area will be exposed to a pressure of approximately three pounds per square foot, or a total lateral pressure of about 11 tons. Laboratory tests of the tang attachments proved them to be able to break steel shroud cables of sufficient size to properly stay the mast, indicating that the full effective strength of the steel wire is thus employed.

The method of construction on the spinnaker boom was somewhat similar to that used for the main mast. That on Enterprise was constructed of four single pieces of spruce, hollowed out and then glued together.

Spare booms and sails, in addition to masts, have been provided for all four contenders.

MEET THE MECHANICAL SURVEYOR

(*Continued from page* 58)

like using an elastic tape measure. This wire is reeled on a spool and then mounted on one side of the machine. The loose end of the wire is led around a guide pulley and then a round turn taken on a measuring wheel and out through a porcelain eye where it is ready for use. The measuring wheel is turned to such a diameter that as the wire is played out every turn of the wheel represents exactly three feet. A recording counter automatically registers the revolutions. In use the machine is placed on the stern end of a boat with the free end of the wire anchored at the starting buoy and as the boat proceeds around the course wire is played out over the measuring wheel and the number of turns recorded. At the end of the course it is only necessary to note the revolutions and multiply by three to get the distance around in feet.

The accuracy of this method was checked by laying out a mile course on the ice with a steel tape. When the ice went out in the spring the same course laid out with the wire checked within one tenth of one percent. The depth of the water was not uniform but very much the opposite and in water of uniform depth the error would be even less.

Perhaps now, that any interested person can see the wheels go round, there will be fewer complaints to the race committees or rather complaints behind their backs. So far the machine has only been built in one size but if the demand is great enough perhaps Commodore Greening could be persuaded to get up a vest pocket edition.

INTERESTING CRUISER EXHIBIT

A very interesting West Coast installation by Madden & Lewis Company, Sausalito, Cal., standardized boat builders, is the Niagara 125/135 h.p., 8LR, reduction gear power plant.

One of these cruisers was an occasion for much interest and comment at the 'Frisco Show with more than ordinary interest in the new Niagara Eight with its clean cut lines and the unusual feature of a built-in reduction gear, the reduction gear being integral and part of the motor itself, built into the extension of the one-piece base, so that the entire reverse gear may be removed without disturbing the coupling flanges or the reduction gear.

The cruisers built by Madden & Lewis are 29½x9½ feet, displace 8¼ tons, and make 21 m.p.h. with the Niagara motor. The complete outfit, it is understood, was promptly purchased the first day of the show.

Advertising index will be found on 3rd last page

"WHY AREN'T THE ENGINES RUNNING?"

asked the Lieutenant

"But, Sir, they are," was the answer. Engines running, no noise? Incredible! The Lieutenant looked down from the dock at the ship's motor launch. The engines were running, but their operation was quiet. Maxim Silencers had been installed.

The Devils of Din that play around the exhaust pipe need no longer be tolerated. Boating can be quiet, adding new pleasures, relaxation and comfort to the sport, . . . through Maxim Silencers — Sentinels of Silence. And don't confuse them with mufflers, for in appearance, construction and results there is a vast difference.

Maxim Silencers for any engine driven boat are available through distributors and dealers everywhere.

Easily, quickly and inexpensively attached to the exhaust pipe.

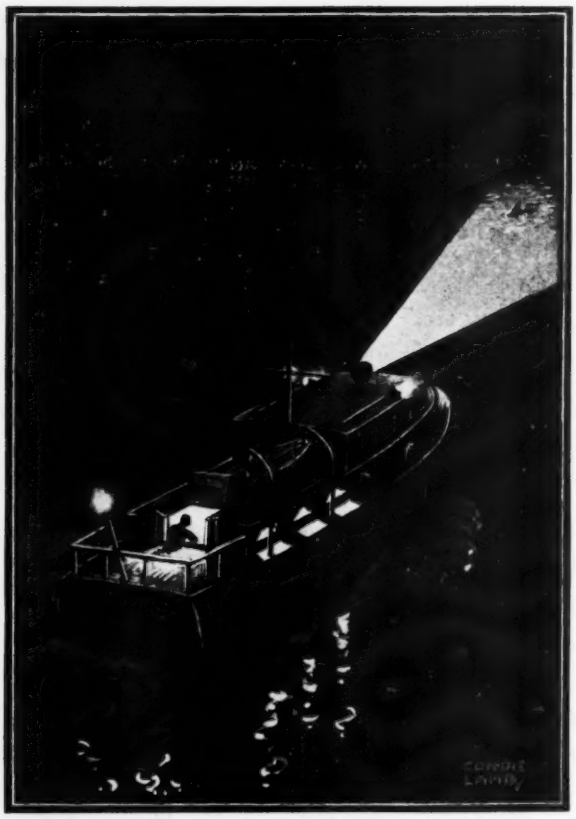
The New 1930 M-2
MAXIM SILENCER
for MOTOR BOATS

THE MAXIM SILENCER COMPANY
Hartford, Connecticut, U. S. A.
New York Office 55 West 42nd St.

ROUT THE
DEVILS OF DIN

MAXIM SILENCERS

made in sizes for any gasoline or Diesel engine — wet exhaust

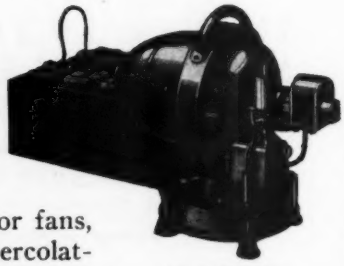


There's an extra thrill in cruising at night—

AND an extra dividend on your boat investment. A powerful searchlight, plenty of lights for the cabins, electricity for fans, pumps, blowers, percolators or grills, for anchor hoists and electric tools—all yours with a Homelite Generating set.

Small enough for 30-footers, big enough for 70's.

Write for details.



$275

F.O.B. Port Chester, N. Y.

Including generator, battery and switchbox complete.

Generator stows in 14"x 21"x21", weighs but 110 lbs. Storage battery provides 2500 watt hour reserve capacity.

Use Homelite on board or at camp and have all the electrical comforts of home.

HOMELITE

HOMELITE CORPORATION 79 RIVERDALE AVENUE PORT CHESTER, N. Y.

E 3375

MARINE TROUBLE SHOOTERS

(*Continued from page 63*)

In such cases it is best to squirt a few spoonfuls of light motor oil into the cylinder with the bad rod bearing. One can locate it by shorting out the spark plugs if the motor will run at all. If engine has seized, a little oil in each cylinder, thinned with gasoline or kerosene, will help. Crankcase oil level and water should be checked at once; also pump action. If there is a thermostat, it may have stuck shut, causing overheating. If possible, it is best to let motor stand a few minutes before forcing with crank or starter. A scored motor can sometimes be nursed along for a few miles with a high oil level and opening petcocks occasionally. In case of a heavy pound or thud, it is well to inspect motor support bolts.

On a certain marine engine the clamp screw on a spark rod arm is a poor fit and liable to slip. In one case of this kind, the motor had overheated so badly on a long run that some of the piston rings seized, causing it to stall. The spark lever moved with suspicious ease, and it was found that the rod arm at the base of the distributor was slipping and had left the distributor head in nearly full retard. Arm and clamp were slotted out a little to insert a key, and recurrence of the trouble was prevented. Sometimes an interference of spark and throttle controls produces poor running and stalling. The boatman should oil control rods, gears, and clamps a few times a season.

Excess friction in any driven part will eventually stall even an over-sized motor. Beside watching lubrication, it is well to examine bearings and shafts of a reverse or reduction gear unit, especially idler gears. Shafting should be gone over for looseness at bushings or stuffing box, and excess whip or backlash corrected. The propeller should be clean, free-running, and secure.

As an unusual stalled motor experience, the writer recalls a burned-out connecting rod bearing on a large 6-cylinder job three miles offshore in Lake Erie. It was a well-designed, accessible motor. Conditions were favorable, so I tried the dentists' painless extraction. With side handhole plates removed, I soon found the shot bearing, loosened and removed it, removed cylinder head, tapped and shoved the rod and piston assembly up and out of the block, replaced the head and side plates, and ran eight miles to port with a sure-enough five-cylinder six.

D. McC., Cleveland, O.

WHEN THE MOTOR STOPS

First:—Don't monkey with the carbureter! It can't get out of adjustment! There are four things left that can happen:

1. Out of gas.
2. Cooling system stopped up.
3. Breakdown in the electrical system.
4. Timing chain or gears have slipped.

Start with the gas.

If you're running out of gas, the engine begins to miss as a warning. The same applies to dirt in the pipe or carbureter. So check the tank. If plenty of gas there take out the screen in the carbureter and clean it. If it's not dirty, blow through the pipe to see if it is free. If you have an electric fuel pump turn it on. If it pumps freely the fuel system, including the carbureter, is O.K. Put it together and don't monkey with the air adjustment.

2. If the water pump fails the engine gets hot and the pistons stick so you can't turn the motor by hand. That's easy. While the engine cools off, check up on your pump system. Probably plugged up at the intake in the hull. Clean it out. And that's that.

If the motor can be turned by hand, and you get a good spark but no explosion or a weak one, the timer has gone haywire.

Proceed as follows:

First:—Dress up the breaker points on the distributor. If badly pitted or the gap is too wide the spark occurs too early and the engine will quit. Set the points at .03 opening. The thin dime adjustment is not so good! Get a file made for the work. Its tang has a special .03 section at the end. Cost about two bits.

Second:—If the motor still refuses to run dig up the Manual that came with the motor and read up on timing. Then turn the fly wheel until the check cylinder is on top dead center and the marks on the fly wheel are in line with the guide spot on the engine block. See the manual for this information. (Personally, I take out all but one spark-plug and then turn her over until I feel the resistance from compression. Then I watch my guide lines as I force the wheel over to the top of the stroke.) Now trace the cable from spark-plug back to the distributor, and mark the location of the wire on the distributor. Put the spark control lever in the retard position. Remove the distributor cap or cover and you'll find that the metal bar on the rotor does not point to the spot marked as the location of the lead to the check

(*Continued on page 96*)

Advertising index will be found on 3rd last page

"You bet your life I'm sentimental about my 'Playmate'"

". . . . . when I come down to the dock and see her swaying gently back and forth, when I run my hand over her trim, graceful lines, I experience a thrill unlike anything else in the world! She is so human, so individual, so sensitive — always eager and anxious to go, always manageable, always alive — as responsive as my best girl. I start the engine, her nerves and muscles tighten — like a race horse — then off she speeds. She is always loyal, always true and trustworthy — a thing of wood and metal, but, oh, boy! what a sweetheart she is! Am I sentimental about her? Well, I'll say I am. . . . . !".

— that's the way an owner of a Wheeler "Playmate" always feels.

The fifteen new "Playmate" models — ranging from 22 feet to 47 feet in length — perfectly fulfill your ideas of what a boat should be. Built with meticulous care, sturdy, strong and guaranteed seaworthy, they will completely satisfy your requirements for a deep sea fishing or general sports boat, speedy commuter or express cruiser.

We will be happy to arrange a demonstration and let you be the judge.

SEND FOR CATALOG "A"

WHEELER SHIPYARD
DISTRIBUTION POINTS:

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SYRACUSE	C. E. Brown James St. & Oswego Blvd.
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CHICAGO	Corwith Cramer 228 North LaSalle Street
DETROIT	Detroit Marine Garage 7435 Jefferson Avenue East
LOS ANGELES	Alfred E. Mackenzie 1300 Angelus Avenue

WHEELER PLAYMATES

WHEELER SHIPYARD

FOOT HARWAY AVE. BROOKLYN, N.Y.

PHONE MAYFLOWER 7600

"SALTAIR" "SALTAIR"

BROOKS
UNIFORM CO.

The
Yachtsman's
Newest and
Foremost
Apparel
Outfitters

THE Brooks Uniform Company—one of the largest uniform outfitters in the world—now presents "Saltair" yachting apparel and accessories for Owners, Members, Officers and Crew.

"Saltair" uniforms conform to yachting regulations and are distinguished for fine tailoring, dependable fabrics and the Brooks' policy of "the best at lowest prices."

A catalog of Brooks "Saltair" Yachting Apparel will be sent upon request.

OWNERS' SUITS, CAPS AND CLUB EMBLEMS ALWAYS IN STOCK

Brooks Uniform Co.

143 West 40th Street
(Opp. Metropolitan Opera House)
NEW YORK CITY

Telephone: PENnsylvania 5580

"SALTAIR" "SALTAIR"

WHEN THE MOTOR STOPS

(*Continued from page 94*)

cylinder. To adjust loosen the screw that holds the rotor ca and turn the cam with rotor in place until the metal bar on t rotor points to your mark. The breaker points will now be fou ready to open. Set the screw up tight, put the rotor and di tributor cap back and try it out. If the motor runs bad sluggish open the distributor and set the rotor back a trifle. motor runs but back-fires at low speed, the rotor was set ba too far, and should be turned ahead a trifle. A very slig adjustment can be made by turning the screw part of the breake point in to retard or out to advance the spark.

Third:—If when the spark-plug is shorted you don't get spark, that's something else again! First, check your batte leads at the engine end. If you get a heavy spark the troub is in the coil or distributor. To test the coil turn the motor wi the starter and hold the end of the wire from the coil to di tributor about a half inch from the metal part of the distributo If a good spark occurs, the coil is OK, and the trouble is in th distributor. A fruitful source of trouble is dirt under some o the contacts. The condenser may be shot, but it's usually dir If so clean it out, reassemble and go on. If it's the condens or the coil, just get out the oars and go to work. Those tw items are not fixed with any jury rig.

Don't ask me why a rotor slips! I've had 'em do it when th expander screw was so tight I split the head and had to bor 'em out.

Lastly:—If all these adjustments fail to produce results (abou once in one thousand) then the timing chain or gears have gon haywire. Remedy—get out the oars. A timing chain gets loos from wear and if it's not taken up, will sometimes jump a toot or two on its sprockets, and that's not a nice job to fix unless you have plenty of tools, time and light. If the motor has timin gears instead of a chain either the key holding the gear ha sheared or a bunch of teeth have been knocked off. You might be able to replace a key, provided you have time and tools, bu a broken gear is hopeless.

And remember:—Lay off the carbureter adjustments. If it clean and getting gas it will work! If no juice is reaching th engine, look for and fix up the loose connection or broken lea

Oh, yes, there might be water in the gas tank. Before giving up entirely, draw off a small quantity in a bottle and let it stan for a few minutes. If there is water it will separate and settle to the bottom of the bottle. That is best fixed by draining th tank and starting with new gas. If that is not possible, let mixture stand a while and then siphon the gas off and drain th remainder out.

A tip:—Carry the following spare parts always:
1 Set of breaker points and springs.
1 Coil.
1/2 dozen fuses.
Small coil of ignition cable.

R. F. H., Cicero, Ill.

A LIGHTING PLANT FOR SMALL BOATS

As an answer to the demand for an electric lighting plant suit able for use on small motor boats, sail boats, and auxiliaries the Branford Midget Lighting Plant is now being made by th Malleable Iron Fittings Company, of Branford, Conn. Thi little outfit weighs only fifty pounds yet will supply current fo continuous operation of ten automobile headlight lamps. As this type of lamp is much more powerful than the average use on board a small boat, it will readily be seen that the Branford plant will supply all the needs of boats of this sort.

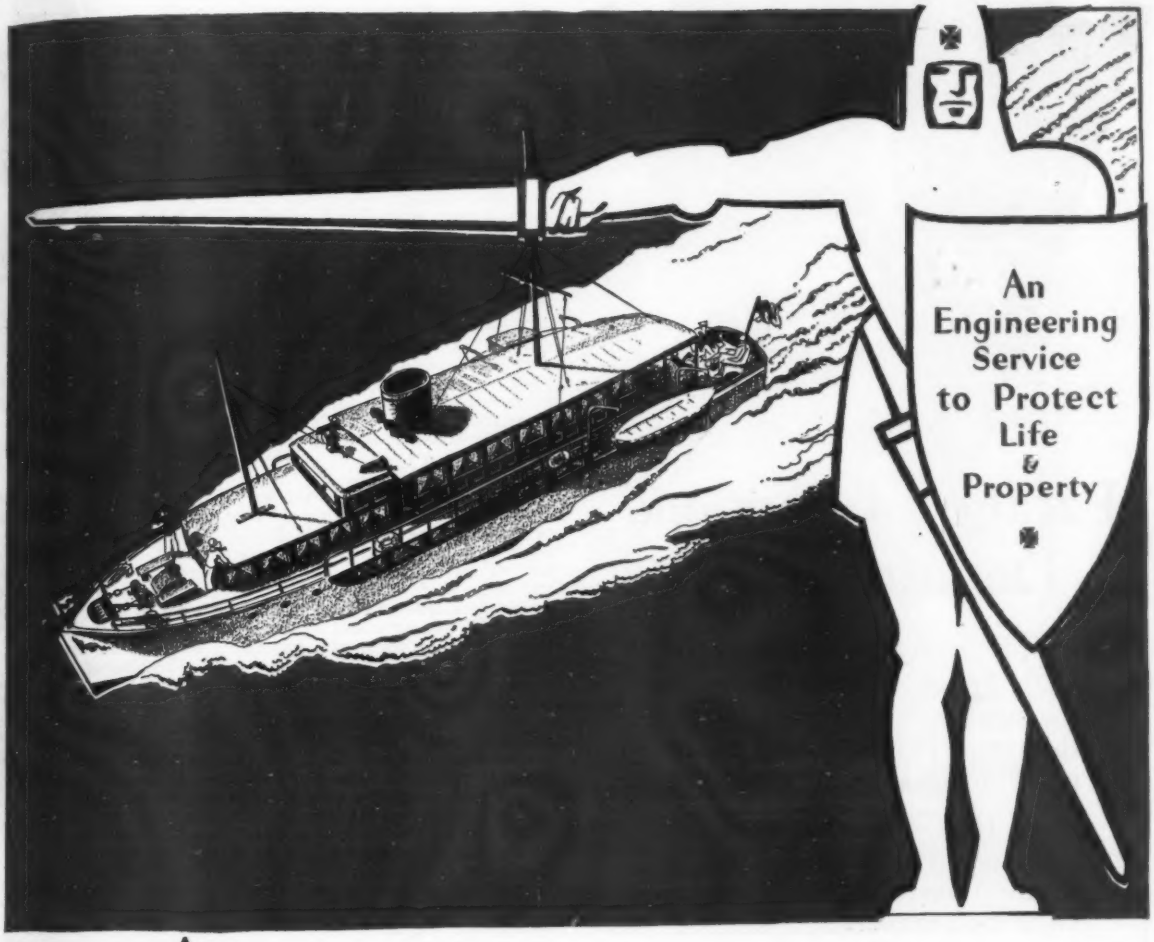
The plant may be obtained in either six or twelve volts, and is designed to operate in connection with the starting battery or if no starting battery is available, with a six- or twelve-volt battery of the same type. In this way the expense and weight of a thirty-two volt battery is avoided, which is a feature much appreciated on small boats where space is limited and extra weight is undesirable.

The generator is of the automobile type, made by one of the largest manufacturers of electrical equipment in the country, and should never need repair. It is driven by a small one cylinder, two cycle, air cooled, gasoline motor, similar to those used in outboards. It is simple and dependable, and can be serviced by anyone familiar with outboard motors. Gasoline is carried in an aluminum base where it is mixed with lubricating oil and a sufficient supply is carried for several hours running.

Installation is extremely simple, as it is only necessary to run the exhaust pipe outside the hull, and connect wires to the battery. It occupies a space only twelve inches by eighteen inches by twelve inches high. Extremely portable, it can be carried from one boat to another, or taken home for overhauling. It is possible on a boat that lacks even the small space necessary for a permanent installation, to stow the lighting plant away in the bottom of a locker, and bring it up on deck when necessary to charge the battery.

Advertising index will be found on 3rd last page

FIRE—AN INCIDENT OR A DISASTER?



Adventurous as a Viking Safe as a Government Bond!

Your boat—a staunch comrade in adventures that you can live instead of read about. Gay as the colors of your flag. Ready for an hour's relaxation or a week's cruise. What an escape valve from everyday care!

Your adventures are safe adventures when your boat is guarded against fire by ALFITE protection. For ALFITE means certain death to fire. ALFITE never loses!

Simple? ALFITE Gas is stored in small steel cylinders connected by fixed piping to points where fire is most likely to break out. When fire breaks out a release lever, outside of the fire area, is pulled. ALFITE Gas dashes through the piping and in an unbelievably short time the fire is dead!

Send for free copy of a booklet on the ALFITE method of safeguarding yachts and motor boats against fire.

AMERICAN-LA FRANCE and FOAMITE CORPORATION, *Dept.* 819, ELMIRA, N.Y.

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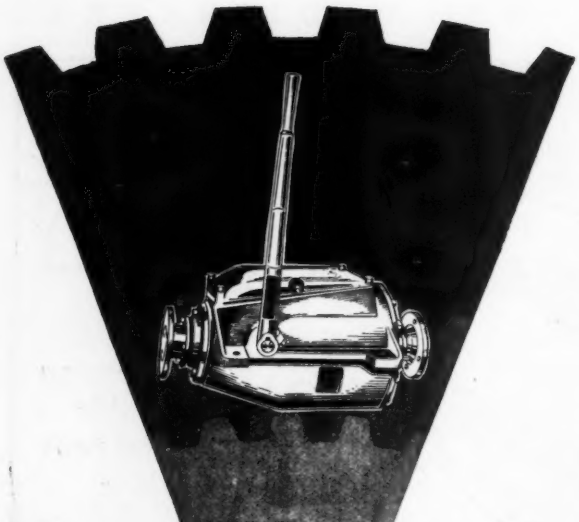
LA FRANCE AND FOAMITE PROTECTION

AN ENGINEERING SERVICE

AGAINST FIRE

Mention MOTOR BOATING, *57th St. at Eighth Ave., New York*



Paragon Gears *add* a Definite Quality

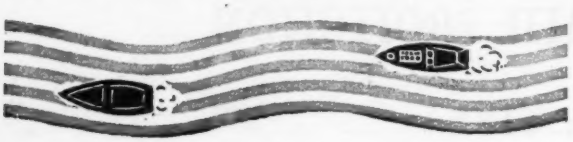
People *expect* to find Paragon High Speed Reverse Gears on the finest marine engines—just as they expect to see quality equipment on quality automobiles.

They look for what they are accustomed to seeing—and in motor boats it's the Paragon Gear with the most popular selling engines. Write us for a list of special Paragon qualities. Interesting information awaits you.

The "90" line PARAGON

100% Oil-Tight Enclosed Models
for the motor boat skipper who wants speed and dependability in a reverse gear

PARAGON GEAR WORKS
605 Cushman Street, Taunton, Mass.



STOPPING THE LEAKS

(*Continued from page* 65)

serting more strands of cotton, but by crimping the single strand. Crimping is done by taking a little slack cotton on the iron and pushing it up close to the preceding crimp so that before being driven the crimps somewhat resemble the strands of a rope. If the seam is still not filled, the crimping can be doubled on itself. Crimped in this manner the cotton can be driven more uniformly than in any other way. Calking should be driven hard in good seams and lightly into poor seams, but the calking must be driven firmly into all seams.

Some builders favor painting the seams with thin paint before and after calking. However, it is essential that the seams be painted soon after being calked. The paint causes a slight swelling of both the planking and the cotton which in conjunction with the paint forms a stopper which prevents the calking from coming out. Also, the outer surface of the calking which has a tendency to react from the repeated ramming of the calking tool, is set when the paint dries.

A good job of calking should be followed by a good job of seam filling. This can be accomplished by allowing the paint over the calking to dry and then filling the seam with seam compound. Seam compound is most satisfactory below the waterline. A beeswax and white lead mixture works pretty well and white lead mixed with whiting until it can be used like putty is better than what is called white lead putty. Smooth the seam filler so that it is slightly concaved to allow for the swelling of the planks.

Along the seam between the garboard and the keel is a most likely place for leaks in an old boat and at the same time the hardest place to stop them. If the planking is not sound, no amount of calking will make the seam tight. A strip of sheet lead will often stop the leak. Set the patch in thick white lead and fasten with galvanized nails spaced one inch throughout its length. An alternative method, although not so good, is to set a hard wood quarter round in marine glue or seam compound and fasten it in the angle with galvanized screws. Of course, you will refasten any loose planking with galvanized screws. Galvanizing here means hot dipped galvanizing. Do not trust the other methods.

Any old boat can be given a new lease of life by covering all under water seams with unbleached muslin or canvas and marine glue. Jeffrey's No. 7 Soft Quality Marine Glue is recommended. Stubborn leaks may be stopped by applying a patch of canvas laid in marine glue. Strips may be applied along the garboard or around the stem or stern post. Melt the marine glue in the can by placing it over direct heat, first heating the sides of the can to permit the glue to soften and expand and allow the fumes and gases to escape. After the glue has melted, it is brushed on with a stiff brush, covering an area slightly wider than the strips. The common wire sink brush is preferable, as the wires hold the heat and permit less glue to accumulate on the brush. Cut the canvas or muslin in 2-inch strips and after the glue has set tack the muslin with a few tacks to hold it in place. Passing a warm flat iron over the muslin or canvas not only smooths out the glue, but draws sufficient glue into the muslin to waterproof it and make a perfect adhesion. If the iron is too hot, it will draw too much glue into the muslin and not leave enough for the perfect adhesion. After ironing, shellac the patches and paint.

W. B. M., Newburgh, N. Y.

FINDING FAULTY SPOTS

VERY few boats admit of inspection of the interior surface of the planking over any great area. Hence, beaching the boat, or hauling it out on the ways, is one of the best means to locate a leak or leaks.

While it is an old saying among boat men that water will come out where it will not go in, yet this condition is rather the exception than the rule.

It may be taken for granted that if a boat is beached and a certain amount of water is allowed to remain in the bilge, there will be little doubt that if any weeping spots develop on the under body, they are an indication of leakage at that point.

Long after the surface of the underbody has dried off, trickling water or moist spots will locate the spots sought. For points in the hull from the upper surface of the bilge water to the water line of the boat, such a latitude is not given.

If the leak is in the area described above, one will have to work fast as the underbody surface dries out, for under these conditions the trickling water which will be evident will be only that small quantity contained in the seam—and it will dry up quickly.

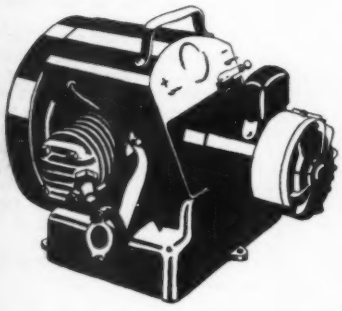
To detect leaks above the bilge water line will thus call for fast work, but it can be supplemented by careful inspection of the seams after the underbody has dried off, by using a hook made out of an old file.

If the seam appears to have a ragged edge or presents a

(*Continued on page* 100)

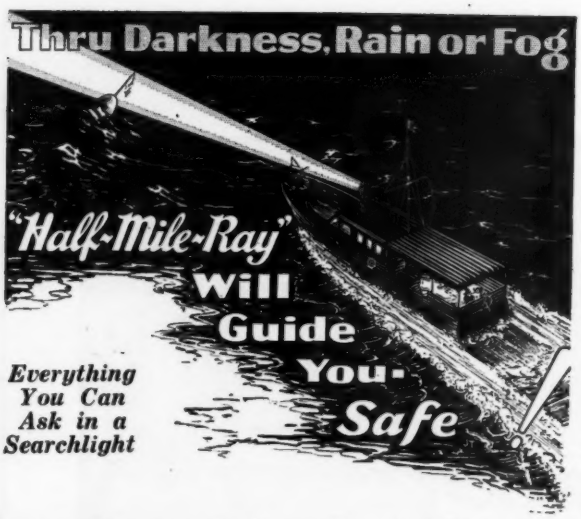
Advertising index will be found on 3rd last page

The activities of the rum runner require darkness, but the yachtsman, being occupied socially rather than professionally, in the evening, prefers light....The Branford Midget Electric Lighting Plant is now inexpensively lighting sailing yachts, in which space is limited; auxiliaries, the engines of which are run too infrequently to keep the battery charged; and power cruisers, in which lights comparable to those on shore are desired. . . . Six or twelve volt generators are to be had, and where a starting battery is available, no other is needed. . . .The plant occupies a space twelve inches by eighteen inches by twelve inches high, and weighs less than fifty pounds. . . .The price of the six volt plant is 140 dollars, for the twelve volt plant, 5 dollars more. . . .



MALLEABLE IRON FITTINGS CO.

BRANFORD CONNECTICUT



Everything You Can Ask in a Searchlight

BORING through all weather obstacles—"Half-Mile-Ray" means steadfast, eye-aiding safety. Projects a brilliant 300,000 candle power beam a full half-mile. Sturdy, weather-proof construction of brass and bronze. Instant finger-tip control.

Standard equipment on Elco, Chris-Craft, Banfield, Matthews, Richardson, Chance, Greenport, Rochester, Humphrey, Jardine and many other well-known makes of cruisers.

Equip *your* boat with this dependable searchlight.

Also "One-Mile-Ray," same features; twice the range. "Quarter-Mile-Ray"—ideal for outboard motor boats.

MODEL 800-A *Pilot House Control*

[*Mail coupon for booklet describing Portable Light Searchlights for every marine purpose—$10 to $125.*]

The* PORTABLE LIGHT CO., *Inc.
12 Warren Street
New York

Exclusive Marine Distributors for "Northeast" (Whistletone) Horns and "Sireno" Sirens.

THE PORTABLE LIGHT CO., INC.
12 Warren Street, New York, N. Y.
Send me information on "Half-Mile-Ray" and other Portable Light Searchlights and Sirens.
NAME .....
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MB6

FINDING FAULTY SPOTS

(*Continued from page* 98)

cracked appearance, investigate with the hook. If the cotton comes out blackened accompanied by a granulated condition of the putty, it is positive proof that a leak exists or will exist within the very near future.

The putty and the caulking should be removed until the caulking comes out with difficulty and is no longer soggy and dark colored. While a large size cruiser presents a large amount of seam footage to be examined in the manner suggested, the operation can be simplified by paying special attention to those points at which leaks are most likely to occur.

If one should make a composite drawing of the leaks found in hundreds of boats, the result would approximate that shown in Fig. 2. As a general rule, the leaks at these points will cover but a very small percentage of the length of the seam in which they occur.

As has been suggested previously, clean out the dark colored caulking with the aid of the hook. A few sharp blows with a wood mallet in the vicinity of the cleaned out seam will serve to dislodge putty and caulking which may as well be taken out at this time. Finish the cleaning out procedure by brushing the seam with a stiff bristle brush and allow the seam to dry thoroughly before any attempt is made to recaulk. When all the suspected spots have been cleaned out and have become dry, they should be treated to a coat of paint. When this has dried, caulk as shown in Fig. 3.

Be sure to bring the caulking to a rat tail finish at both ends and under no circumstances drive in the caulking at the tail ends with more than moderate force. The caulking is brought to a rat tail end to offset the tendency of the new caulking to swell and to extend the seam at these points, thus producing a leak in what was otherwise a perfectly tight seam.

As soon as each section is caulked, soak the cotton thoroughly with a thin paint. This will prevent the caulking from crawling and at the same time seal it within the seam. When this paint has dried, putty the seam with seam composition or with white lead putty.

Fill the seam flush with the surface of the planking, then reduce to a hollow condition by using a pointed and edged stick as shown in Fig. 4.

When the new caulking swells, the hollow seam will simply become flush with the surface of the planking and not stick with a ragged edge as will be the case if the seam is filled flush with the surface of the planking and allowed to remain so.

Crimping the cotton (Fig. 3) to fill the seam is the correct procedure. To fill a large seam with layers of cotton running parallel with the seam is simply inviting trouble.

There is only one satisfactory way to stop a leak located in a stop water—put in a new stop water by first boring out the old one by using a bit one size larger than the diameter of the original stop water. In other words, if the original stop water was 1/2 inch in diameter, bore it out by using a 9/16 inch bit. This will remove the old stop water and at the same time produce new solid side walls for the reception of the new stop water.

Do not paint the stop water or coat it with seam composition before driving it into place. Use clear white pine to make the stop water and rely upon its natural tendency to swell to stop the leak.

Butt blocks are often susceptible to leaks, particularly when they are on the turn of the bilges. They should be recaulked in the same manner as a seam after all of the old putty and caulking have been removed.

Care must be taken not to loosen the butt block in recaulking by using too fine a caulking iron or by driving home the caulking by not properly crimping it. To properly caulk a butt block, the cotton should jam against the butt ends of the planking rather than mostly against the butt block.

Greater care should be taken in caulking along the stem line. Remove all caulking and fasten the end of the planking to the stem with flat head brass screws, countersinking for the heads to prevent splitting the plank ends. Leaks along the stem are usually caused by the plank ends working loose from the stem.

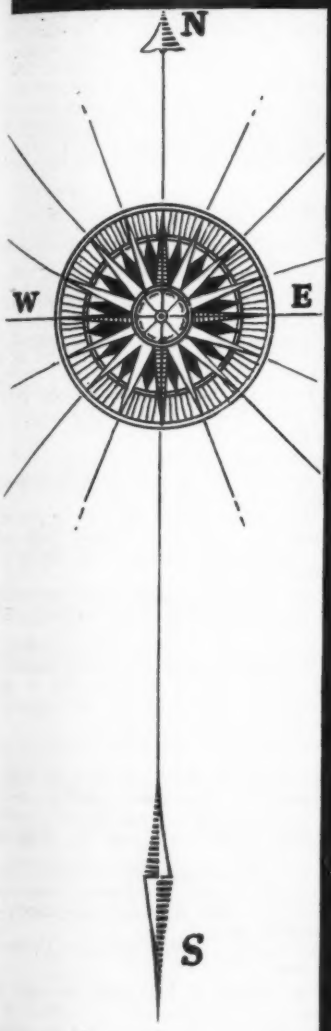
The garboard ends will have to be handled most carefully of all. They were put into place under a great strain and they will always retain a certain tendency to straighten out. With plank ends along the stem line and against the transom, rely upon the planks lying snugly in the rabbet and against the transom respectively, to be as efficient in stopping a leak as the actual caulking of the seam.

J. E. M., Norwich, Conn.

NEW MEMBER OF A. P. B. A.

At a recent election the Sunmount Boat Club of Sunmount, N. Y., was welcomed into membership in the national organization by the American Power Boat Association.

Advertising index will be found on 3rd last page



WITH THE WINNERS AT THE FINISH LINE

...*in your own* LUDERSHIP

CRUISE in your own LUDERSHIP this season... to the New London and Poughkeepsie regattas, to the Gold Cup and the America's Cup races ...*there's* a keen thrill for you! 42... or 45 feet... swift, graceful, luxuriously comfortable... ideal for day cruising and running about.

Many important yachting events invite you this season. Attend them with the comfort and luxury that only a LUDERSHIP can give you. And for business... own a LUDERSHIP, and make commuting a daily joy.

There are available now, 42 and 45 footers... ready for delivery in time for the Yale-Harvard Regatta... in time for a season of sport and relaxation.

If a larger boat is better suited to your requirements, we will submit plans and specifications for delivery in the early fall.

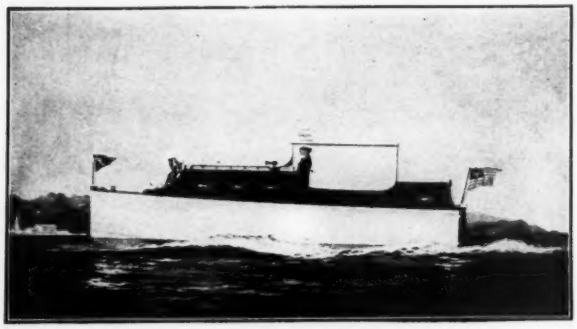
A few used express cruisers available for charter.

LUDERS

MARINE CONSTRUCTION CO.

Stamford, Conn.

—an economical boat for the man of moderate means



28-Foot Cruiser

"SCALLOP"

Only $2475

with operating equipment

Powered with the new Model "A" Ford motor with Barker Marine Conversion developing 35 b.h.p. at 1600 r.p.m., the speed of most economical operation.

"Scallop" has no frills. Her design has been developed by an experienced cruising man, with the idea of providing the maximum of economy and comfort at the lowest price.

The construction is simple but rugged. Materials and workmanship are of the best.

The living accommodations consist of two cabins, with five berths—four in forward cabin and one in owner's cabin aft—toilet and galley. Motor under cockpit floor. *Full headroom in main cabin.*

Further details from

MILLARD, BREWSTER & CHAMBERS, INC.

230 Park Avenue **New York, N. Y.**

Department M

NAVAL ARCHITECTS *Telephone* **VANderbilt 10167** **YACHT BROKERS**

Cable Address—**MILBRECH**

New York Representatives:

Noyes Marine Co., 305 Congress Street, Boston, Mass.

RULES FOR RUNABOUT RACING

(*Continued from page* 56)

one lifting surface, no step and must conform to the committee's idea of what is generally classed as a displacement type.

3. The hull must be fitted with at least two transverse bulkheads, approximately watertight and the motor compartment entirely closed in. Hatch covers must remain closed while the boat is underway except when momentarily open for inspection or necessary adjustment of the motor. Bulkheads are to be at least ⅜ of an inch thick.
4. The boat must have seating accommodations for at least five persons.
5. Boats shall be equipped with forward and after decks, the combined total length of the two decks shall not be less than six (6) feet. The decks shall be strong enough to support the weight of two people.
6. Boats must carry full equipment in the race, including floor boards, seating equipment for five (5) persons, equipment required by law, suitable anchor and cable, and such other equipment as may be required by the Race Committee or as set forth in the circular of instructions.
7. The waterline beam of the boat at its widest section shall not be less than the square root of the load waterline length.
8. The minimum freeboard forward must not be less than one inch for each foot of LWL length. Freeboard amidships must not be less than ⅞ of an inch for each foot of LWL length and at the stern not less than ¾ inch for each foot of LWL length. These measurements are from the load waterline at rest to the top side of the deck or covering board, where it joins the side of the boat.
9. The boat must exhaust at the stern or under water when underway.

RULE IV—OWNERS AND DRIVERS

1. Owners and drivers shall be divided into two divisions as follows:

Division II

a. Those owners and drivers interested in racing for sport as distinct from commercial gain.
b. Those owners and drivers who are in no way connected with the marine motor or motor boat industry as a means of livelihood.
c. Those owners and drivers who are in no way hereinafter classified as falling in Division III.

Division III

1. Those owners and drivers who qualify as follows.
   a. One who is to be paid or has been paid, directly or indirectly, to race since January 1, 1930.
   b. One who is to be reimbursed for expenses or has received compensation or expenses for racing from one who would be classed as a Division III driver or owner, since January 1, 1930.
   c. One who is an employee of a boat builder or motor manufacturer or has been an employee of either within one year.
   d. One who is connected with the motor or boat industry or the business of building, repairing, selling, distributing or servicing motors, boats or accessories or has been connected therewith in any capacity for monetary gain or business profit, within one year.
   e. Employees within one year, of those mentioned in paragraph (d).
   f. One who receives or has received gifts of boat, motor, parts or other equipment from one qualified as a Division III owner or driver or receives loans or other gratuities for racing from a Division III owner or driver.
   g. One who races or drives or has raced or driven a boat or motor for commercial gain or represents some person or corporation interested in racing for commercial gain or for advertising value.
   h. One who has received pay, within one year, for serving on a motor boat.

NOTE: Service prior to January 1, 1930 shall not apply to RULE IV.

2. In Division II events, the boat must be owned and driven by one or more persons qualified as Division II driver.
3. Division II drivers and boats owned by Division II owners may compete in Division III events unless otherwise provided by the local Race Committee.

RULE V—DEFINITION OF A STOCK MOTOR

1. A stock motor is defined as follows: A motor which has been advertised and offered for sale to the public at least 30 days prior to the race and at least ten of which of identical

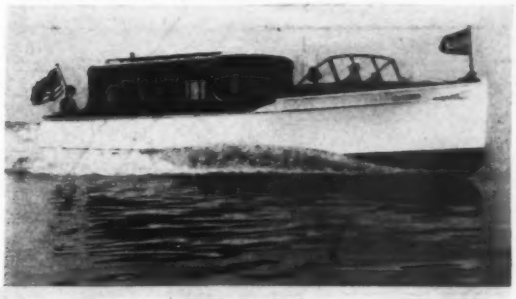
(*Continued on page* 104)

Advertising index will be found on 3rd last page

The A. C. F. 46' Cruiser . . . two cabins, each with its toilet room adjoining. A large combination navigating-and-dining saloon serves also as a lounge. Twin screw, engined to give you 18 to 20 miles an hour.

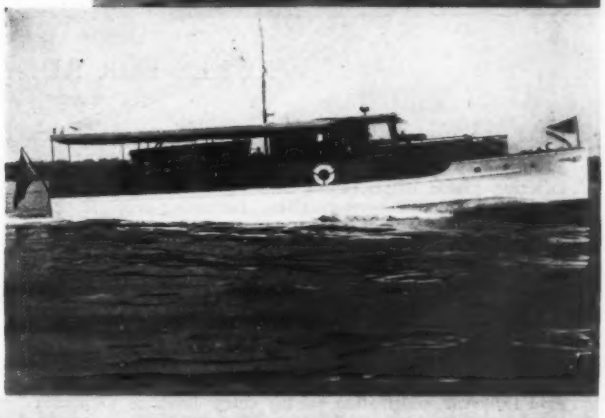
One of these five boats will give you the finest Summer you've ever had in your life!

The A. C. F. 30' Cruiser Runabout . . . drives like a runabout, with a runabout's speed, yet it gives you a cabin fitted with all the comforts of living. Full length beds, complete galley, toilet room.



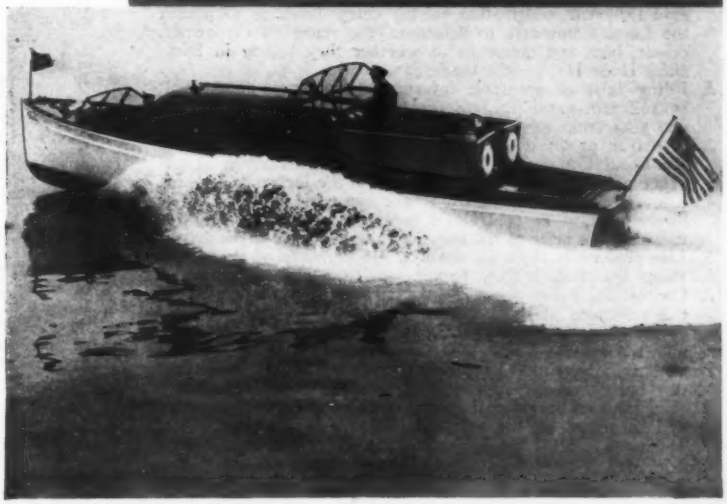
a.c.f.

The A. C. F. 47' Cruiser . . . gives every comfort during a cruise of any length. There's room to spare all over the "47". Cabins are unusually large and comfortable, and the galley is a "land-size" kitchen!



The A. C. F. 54' Motor Yacht . . . the utmost in luxury. Beautifully furnished and decorated cabins, with real beds. Luxurious lounge and dining saloon. Spacious decks. Powered by two Hall-Scott engines.

The A. C. F. 38' Express Cruiser . . . superb for sports or commuting. Plenty of outside room. Two cockpits and spacious bridge deck. The cabin has real living comfort for four. Speed 25 miles to 31 miles, depending upon your choice of engines.



We'd like to have you come in and go over these boats yourself, but if that isn't convenient, we'll send complete details to you immediately.

American Car and Foundry Company
Marine Salon
217 W. Fifty-Seventh St., New York City

MARBLEHEAD "34"
100 H.P. Kermath - Speed 17 miles

Write for Literature

STAPLES, JOHNSON & CO.
BIDDEFORD, MAINE

MARBLEHEAD'S are Displayed, Sold and Serviced by the following:
New York City—New York Boat Service Co., Clason Point; Stamford and Norwalk, Conn.—Motoryachts Co., Toms River, N. J.—Toms River Boat Works, Inc.; Red Bank, N. J.—Floyd E. Brady; Boston, Mass.—Savage Boat Co., Ltd., 585 Boylston St.; Portland, Maine.—Albert G. Frost

IT COSTS LESS TO BUILD BETTER BOATS IN MAINE

RULES FOR RUNABOUT RACING

(*Continued from page* 102)

design and assembly shall have been manufactured and delivered 30 days prior to the race.

Reboring of cylinders, increase of stroke, internal changes effecting piston displacement, altering effective port openings, changing carbureter sizes, increasing compression, changes in weights of reciprocating parts, or the use of parts not regular production of the manufacturer for the particular make and class of motor, are prohibited. Changes may be made in propellor, in steering apparatus, piston rings, spark plugs and starting and throttle controls.

RULE VI—REGULATIONS

1. An owner and a driver when entering a boat for a race must give sufficient information on the entry blank as to permit the Local Committee to determine the status of the owner, driver, boat and motor as to whether they belong in Divisions II or III.
2. Filing false or incorrect information on entry blank shall be sufficient cause for suspension of owner and driver for one year from all racing as provided in Rule VIII.
3. A driver or an owner placed in the incorrect division by the Local Committee shall so advise the Committee in advance of the race and shall not start in the incorrect division.
4. The prize shall be awarded to the owner of the boat. The owner may, if he so chooses, instruct the Race Committee to award the prize to the owner of the motor or to the driver.
5. Life preservers must be worn by all members of the crews.
6. Boats shall race without handicap or time allowance.
7. Contestants must report to the Committee an hour before the scheduled start of a race and again immediately after crossing the finishing line. Boats and motors shall be available for examination by the Committee or authorized representatives appointed by the local race committee, either the day before the first race or at least one hour before any race for the purpose of checking the information required and furnished on the entry blank.
8. During a contest the boat shall not leave the race course, nor shall it receive outside assistance of any nature.
9. Owners or drivers shall have the right to protest any violation of the racing rules provided same be made in writing to the Race Committee upon reporting immediately after the race.
10. Such rules shall govern other particulars not covered by these rules as may be specified by the Committee in charge.
11. The owner or his representative must be notified immediately by the committee in writing previous to the start of the race, in case it is found upon inspection that any rules have not been complied with.
12. In case it is found upon inspection that any of the rules have not been complied with the owner or his representative shall be granted the privilege of complying with the rules previous to the start of the race. The start shall not be delayed to permit this.
13. If in the judgment of the Race Committee any of the published rules have not been complied with previous to the start, they may decline to permit the boat to start, except as hereinafter provided.
14. The committee shall not have the power to disqualify a boat for breach of any rule which would normally come under the head of Inspection, made prior to race, unless the owner or his representative be informed in writing by the committee previous to the start of the race of their intention to disqualify, and provided the owner has failed to comply with such rules after having been so notified.
15. If in the judgment of the Race Committee a boat is unseaworthy, unsafe, or unmanageable or the entrant, driver or owner has failed to live up to the spirit or letter of the rules previous to the start of the race they may refuse to allow the boat to start.
16. Failure of the Race Committee, judges or any other official directly or indirectly connected with the handling of a race or any other details to carry out any provisions of the rules or regulations, shall have no bearing whatsoever on the rights of any contestant or upon a contestant's duty to obey all rules.
17. The total number of persons on board a boat at any time during a race shall not be less than two, under any circumstances.

(*Continued on page* 106)

KUHLS

E·L·A·S·T·I·C SEAM COMPOSITIONS

Most sea captains assume that their craft has been caulked with KUHLS by the builders because good boats generally are. If they're not, these seasoned salts will specify KUHLS for recaulking. For they know that this scientific composition is easier to apply —surpassingly enduring—permanently elastic above and below the water line—a tight seam that STAYS TIGHT! Your dealer has KUHLS in five colors, also Kuhls Special Marine Paints. Or write direct.

H. B. FRED KUHLS

Sole Manufacturers . . . Established 1889

65th Street and 3rd Avenue . . . Brooklyn, N. Y.

RULES FOR RUNABOUT RACING

(*Continued from page* 104)

18. A boat must be the bonafide property of the entrant for at least ten days previous to the race.
19. All persons on board during a race must wear life preservers.

RULE VIII—ENTRIES AND AFFIDAVITS

1. Every entrant must enter on the standard form of entry blank and must sign the standard affidavit giving data requested on entry blank. Furthermore every entrant must read and be familiar with these racing rules prior to the race.
2. Local Race Committee shall have a supply of these racing rules available for distribution to all contestants.
3. If owner or driver signs false affidavit or false entry, the owner and driver shall be disqualified from the race in question and be barred from racing for a period of 12 months.
4. The Race Committee may, if it is considered expedient, refuse any entry.
5. The Race Committee may cancel a race entirely if no more than three entrants indicate intent to start or only three boats come to the starting line.
6. Each driver at the time of filing his entry must sign and file a Release from Liability.

RUSSIALOID

FOR ALL

CHRIS-CRAFT

BECAUSE of its smartness, the wide range of colors and patterns available and the ease with which it can be kept clean and bright, Chris Smith & Sons Boat Company have selected Russialoid for the standard upholstery and trim on all Chris-Craft.

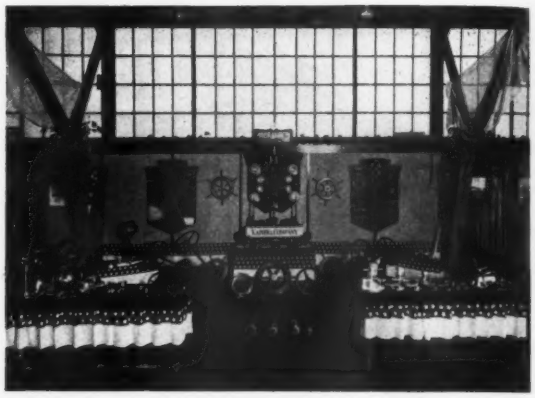
Its durability and the fact that water, gasoline, oil and alcohol do not affect it make it extremely popular with owners.

THE PANTASOTE COMPANY

INCORPORATED

250 PARK AVENUE

NEW YORK



Kainer & Company's exhibit at the Chicago Show contained many excellent items of marine hardware and equipment

DODGE SERVICE POLICY

Recognizing that the matter of service is one of major importance in the motor boat world and having, after gruelling tests, the utmost confidence in its boats, the Horace E. Dodge Boat and Plane Corporation, through its nation-wide distributor-dealer organization, has announced a new and broader service policy—one of the most complete ever offered to a boat purchaser. In order to secure and hold the good will of all Dodge owners the following recommendations are made to the entire distributing organization:

1. Every Dodge owner should receive his boat from the distributor or dealer in perfect condition—thoroughly lubricated, properly adjusted and ready to operate with maximum efficiency from the very first hour of ownership.

2. Every Dodge owner should be entitled to free inspection and minor adjustment of his boat at the end of the first ten hours operation.

3. Every Dodge owner is entitled to free replacement of any part which may prove defective in workmanship or material, within the terms of Dodge's standard warranty.

4. Provision number three will be carried out by any Dodge distributor or dealer in the United States. As a result the Dodge owner may travel to any part of the country's waterways, with assurance that guarantee on materials and workmanship will remain in force.

The company feels that such liberal provisions could only be made in connection with a boat built of fine materials to exacting standards of workmanship.

Back of this policy, and assuring its successful operation are the Horace E. Dodge Boat and Plane Corporation and the Lycoming Manufacturing Company operating through the efficient service organizations of distributors and dealers, many of whom have created comprehensive service facilities in connection with their merchandising of automobiles.

The service department, located at 21 West 46th Street, New York City, and under the management of E. Earl Lothrop, manager of service, stands ready at all times to assist you in the servicing of Dodge boats.

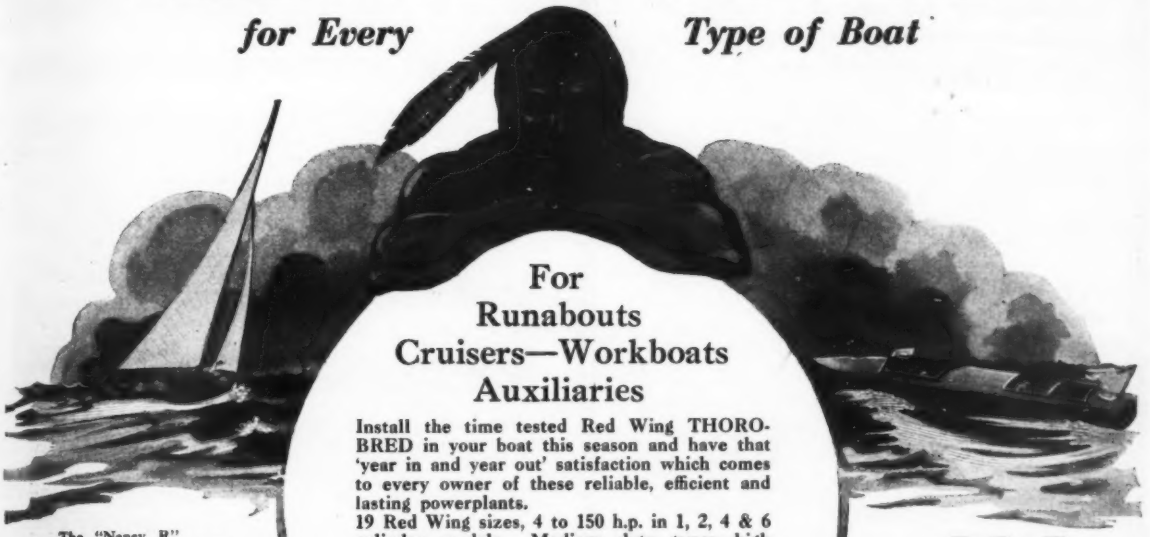
Advertising index will be found on 3rd last page

Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

Rugged

RED WING POWER

for Every Type of Boat



The "Nancy R"
35 foot Munroe Motor-Sailer. Powered with a Red Wing Model B 32-40 h.p. motor.

The "Ross II"
This 31½ foot Vancouver runabout is here doing 28 miles per hour with a BB-Six Red Wing high speed 85-110 h.p. motor.

For Runabouts Cruisers—Workboats Auxiliaries

Install the time tested Red Wing THOROBRED in your boat this season and have that 'year in and year out' satisfaction which comes to every owner of these reliable, efficient and lasting powerplants.

19 Red Wing sizes, 4 to 150 h.p. in 1, 2, 4 & 6 cylinder models. Medium duty types—high speed types—and true twin screw pairs, placing at your disposal the correct type of power for your most exacting requirements. Our engineering department will be glad to assist in selecting the most efficient power for your particular boat. No cost or obligation for this service. Just write us stating type of craft and results wanted.

The "Senator"
Heavy duty 35' Chicago workboat powered with a pair of Big Chief 50-60 h.p. Red Wings.

"Little Chief" BB-Six Red Wing 6-cylinder—60-85 h. p.

SPLENDID power for cruiser or passenger boat. Bore 4½", stroke 6". Completely equipped and embodying every refinement of modern marine motor design, the BB-Six THOROBRED is as fine a motor as can be produced. It is powerful, smooth and vibrationless—with all the inbuilt stamina and long life that has distinguished Red Wing marine motors for nearly 30 years. It's a motor you'll be proud to own.

"Casey" Cruiser
38' express cruiser from the Casey Boat Building Plant; ideally powered with BB-SIX 60-85 h.p. Red Wing.

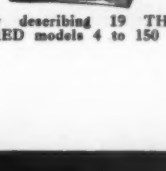
RED WING MOTOR CO.

RED WING, MINNESOTA. U. S. A.

EASTERN DISTRIBUTORS

W. H. Moreton Corp., 1043 Commonwealth Ave., Boston
Verrier, Eddy Co., 201 East 12th St., New York City
W. E. Gochenaur Mfg. Co., 631 Arch St., Philadelphia
F. B. Eisenbrandt, Foot of Light St., Baltimore, Md.
L. L. Tripp, Watervliet, New York

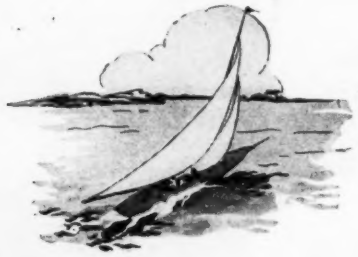
SEND FOR CATALOG



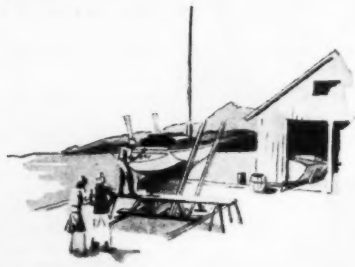
Fully describing 19 THOROBRED models 4 to 150 h.p.

Now
for pleasant cruising

Perhaps you lack some of the cabin and deck accessories which add greatly to the pleasures of summer cruising.



We suggest that you consult with your boat yard or dealer. Go through the latest edition of the Tiebout Catalog with him. In it you will find many interesting items which may add much to the comfortable operation of your boat, whether power or sail.



There is no finer feeling than starting off a season with a boat which is well found in every respect.

W. & J.
TIEBOUT
NEW YORK
119 CHAMBERS ST.

Marine Hardware and Equipment

YARD AND SHOP

(*Continued from page 76*)

AMERICAN RUNABOUT IN VIENNA SHOW

Word has just been received by Dart Boats, Incorporated, manufacturers of the high-grade Dart Runabout, that A. Foest, the Austrian distributor, had exhibited a 22½-foot Dart in the Eighteenth International Vienna Boat Show.

This show attracted the unprecedented number of one quarter of a million people during the week of March 9 to 16 and, according to Mr. Foest, his exhibit of the American-made Dart was the sensation of the Fair.

After such a favorable reception in the Vienna market, large Austrian exports are anticipated by Dart Boats, Incorporated.

Louis De Garmo's Richardson Cruisabout, Whoopee of Rye, N. Y. Delivery was taken by the owner at the North Tonawanda factory and run to her home port, the first 1930 yacht to clear through the Barge Canal

CRUISING ACROSS NEW YORK STATE

On October 26, 1825, when DeWitt Clinton, Governor of New York State, officiated at the ceremonies which opened the Erie Canal, then popularly known as Clinton's Big Ditch, his thoughts were purely of the commercial possibilities of this canal and the benefit it would prove to the industries of New York State.

The Erie Canal and its successor, the New York State Barge Canal, has proved commercially all that Governor DeWitt Clinton believed it would be and it has shared in making New York State the wealthiest state of the nation and New York City the metropolis of the world.

Clinton's Big Ditch and its successor, the New York State Barge Canal, has cost more than three hundred millions of dollars to bring it to its present degree of perfection, nevertheless it has brought back its cost many times over to the Empire State citizens.

Although the New York State Barge Canal was planned primarily for commercial use it is ideal for pleasure purposes because it is one of the most scenic waterways in the world. This year it was informally opened for pleasure purposes by seven Richardson Cruisabouts, the largest fleet of pleasure boats that has ever used the New York State Barge Canal at one time. This fleet was made up of four single-cabin and three double-cabin Richardson Cruisabouts and they navigated the entire length of the canal from the Niagara River and North Tonawanda to the Hudson River and New York City. These Cruisabouts are jaunty 29x8-foot 10-inch single and double-cabin boats built by the Richardson Boat Company at North Tonawanda.

There is no doubt but that the party of nineteen people had a delightful trip from North Tonawanda to New York City. Of the seven boats making the run, Lady Luck and Rebe H are single-cabin Cruisabouts powered with 6 cylinder 60 h.p. Gray marine motors; Nancy Lee and North Wind II are single-cabin Cruisabouts powered with 8 cylinder 110 h.p. Gray motors; Finisterre II, Martha and Carefree are double-cabin Cruisabouts powered with 6 cylinder 72 h.p. and 6 cylinder 60 h.p. Gray motors respectively.

Clinton's Big Ditch has been developed into one of the most scenic waterways in the world. As it crosses New York State it winds through valleys with rolling hills or precipices on either hand. It crosses scenic inland lakes and it follows the channels of many rivers and creeks. In its 352 miles from Niagara River to the Hudson River it descends through thirty-five locks from the 565-foot level of Lake Erie to the level of the Hudson River, which is but 1¼ foot above the Atlantic Ocean. There are many picturesque hamlets and villages along the canal. Many are modern in every respect, others are still as quaint as they were when the canal was first opened in 1825.

(*Continued on page 110*)

Advertising index will be found on 3rd last page

Onward we sped through storm and calm
Yet never a tremor racked our hull;

On the wings of the wind we seemed to glide,
As gracefully as a gull.

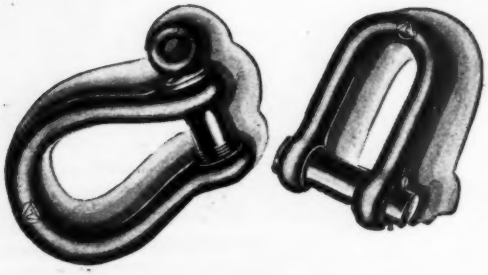
On the Wings of the Wind

Cruising gracefully through calm seas . . topping the crests of mountainous waves, the Cooper-Bessemer Diesel powered yacht moves steadily onward to its destination. So smooth, so quiet, so free from vibration is its progress that it seems to be gliding on the wings of the wind. + Modern yachtsmen who appreciate smooth and unfailing power insist on Cooper-Bessemer Diesels . . the engines that are powering America's finest yachts.

THE COOPER-BESSEMER CORPORATION

General Diesel Sales Offices: 25 West 43rd Street, Suite 301, New York City
Plants: Grove City, Pa., Mt. Vernon, Ohio

COOPER-BESSEMER
DIESEL MARINE ENGINES
POWERING AMERICA'S FINEST YACHTS



A CHAIN IS NO STRONGER THAN —ITS FITTINGS

LAUGHLIN shackles are built for business. Of drop forged steel, hot galvanized after threading. A full line of screw and round pin shackles, swivels, turnbuckles, thimbles, and other wire rope and chain fittings in standard sizes. Your insurance? The Laughlin Trade Mark.

Let the new complete Laughlin catalog be your purchasing guide. Send for your copy today.

Anchor Shackles
Round Pin
Oval Pin
Screw Pin

Chain Shackles
Round Pin
Screw Pin

Turnbuckles
Open Eye and Eye
Pipe Eye and Jaw
Closed Hook and Eye
Bronze Jaw and Jaw
Rigging
Swivel

Carver Shackles
Heart Shackles
Bronze Shackles
Swivels

Thimbles
Wire Rope Thimbles

TRADE MARK

The THOMAS LAUGHLIN CO.

144 Fore Street

PORTLAND, MAINE

Wire Rope Fittings *Drop Forgings*

Marine Hardware

New York Chicago San Francisco Seattle Los Angeles

YARD AND SHOP

(*Continued from page* 108)

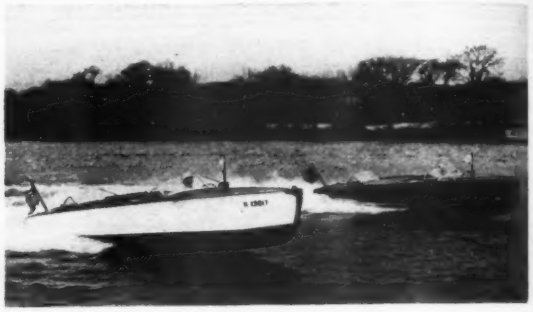
16-FOOTER PROVES FAST

In all its advertising and other literature the Horace E. Dodge Boat and Plane Corporation, of New York and Newport News, Va., has increased the stated speed of its 16-foot runabout from 25 to 30 miles an hour, according to announcement by Kenneth M. Smith, director of sales.

In every speed test this little craft, with a 4-cyinder, 40-horsepower Lycoming motor, has deveoped in excess of thirty miles with absolutely standard equipment under varying conditions of weather and water. In the Albany to New York race, with over 600 pounds of passengers and added equipment, the Dodge 16-footer established a record for 4-cylinder craft for the 132¼ miles by making the entire run at an average of 29.8 miles an hour.

The Dodge Company also announces that it has completed arrangements to provide its customers with transportation insurance on all boats shipped from its factory.

Dodge officials are highly pleased that the Third Annual Outboard Race from Albany to New York was won by J. E. Wilkinson, sales manager of the Atlantic Marine and Radio Corporation, Massachusetts distributors for Dodge boats, and that the first boat in the 4-cylinder inboard class to finish was driven by Frank Wigglesworth, president of the same company.

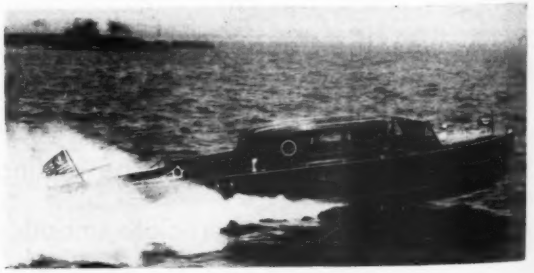


Two Dodge 21-footers running smoothly in the Hudson River at 35 miles an hour

A SMART COMMUTER

Hot from the camera comes this shot of the new 38-foot Hackercraft Cruiser Commuter. As a V-bottom twin-screw Honduras mahogany boat, it is as smart and sophisticated as anything for its size afloat. It is driven from the forward cockpit, has galley and toilet facilities, attractively arranged cabin interior, and a commodious after cockpit. Twin-screw Sterling engines give this job a driving speed of close to 40 miles per hour.

This particular boat has just been delivered to Nicholas M. Schenck of New York City and motion picture fame.



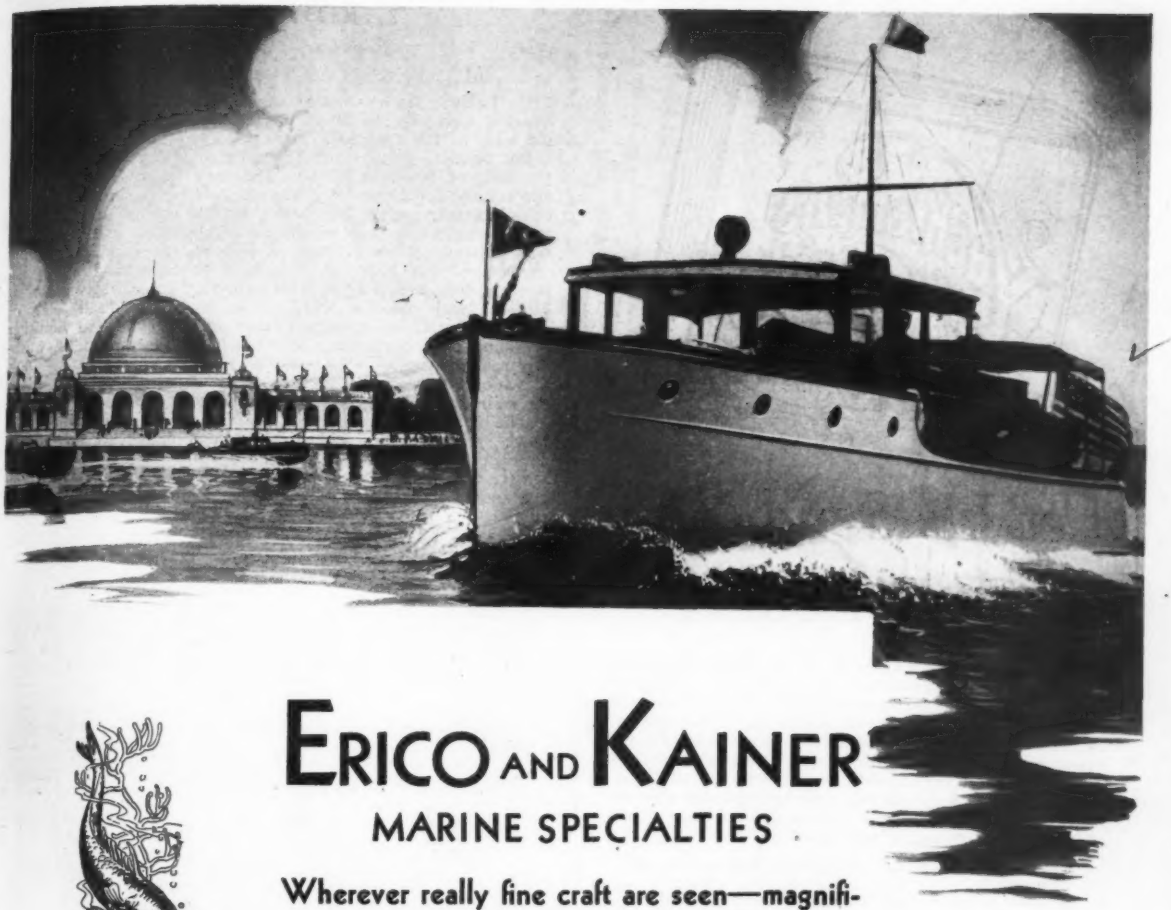
The 40-mile Sterling-powered Hacker cruiser commuter owned by Nicholas M. Schenck, well-known in motion picture circles

TWO NEW A. P. B. A. MEMBERS

Two new yacht clubs have been recently elected to membership in the American Power Boat Association. They are the Richmond County Yacht Club of Great Kills, Staten Island, N. Y., and the Havre De Grace Yacht Club, of Havre De Grace, Maryland.

(*Continued on page* 112)

Advertising index will be found on 3rd last page



ERICO AND KAINER

MARINE SPECIALTIES

Wherever really fine craft are seen—magnificent creations of the world's leading boat builders—you may be sure to find most of them fitted with Erico and Kainer Specialties.

Kainer & Company have never endeavored to make or sell a complete line of marine hardware and fittings, but rather, have concentrated on the manufacture of equipment of their own design—working in close collaboration with boat builders everywhere. As a result, Erico and Kainer Marine Specialties can be relied upon for refinement of design, quality materials, excellence of manufacture and popular price, always.

A postal card from you will bring our new general catalog by return mail

KAINER & COMPANY
CHICAGO
761-771 Mather Street

Let Us Send You This Book!

The new Yachtsman's Guide is the only complete, up-to-the-minute yachting encyclopedia published. It contains 500 pages crowded with just the sort of practical information every motor-boat man wants. A copy of this invaluable volume should be aboard every boat and in the library of every yachtsman's home—on hand for immediate reference at all times. The following list gives you merely a partial glimpse of the wealth of material this book contains. Read it—think how it would help you!

- All about engines—installation, ignition, vaporization and operation.
- Hundreds of helpful hints on outfitting and overhauling.
- More than 100 Motor Boatmen's Charts for the entire Atlantic Coast, Great Lakes and Canada.
- Marine Laws—Rules of the Road at Sea.
- What to do if the motor stops unexpectedly.
- Times of high and low water and direction and velocity of tides in all ports.
- Latitude and Longitude Tables, giving locations of over 1,000 points.
- All kinds of marine codes, flags, etc.
- Details of hundreds of cruise routes, description of ports and channels, marine signals, codes, flags, etc.
- Characteristics of lights, buoys, fog signals, etc.
- Numbering Law—How to obtain numbers for your boat.
- What to do in a storm—to prevent collisions.
- How to organize a yacht club—Constitutions and By-Laws and many other helpful features.

Send for Your Copy Today

"The Yachtsman's Guide" sells regularly for $1.50. Twelve issues of MoToR BoatinG would cost you $5.00 at single-copy prices. But by taking advantage of our special offer at once, you can have "The Yachtsman's Guide" and a whole year of MoToR BoatinG, for $3.50. (Two years' subscription including Yachtsman's Guide, $5.00.)

—— —— —— ——MAIL THE COUPON NOW—— —— —— ——

MoToR BoatinG, Dept. 630,
57th Street at 8th Avenue, New York, N. Y.

I desire to take advantage of your Special Offer and get a copy of "The Yachtsman's Guide" with my subscription to MoToR BoatinG for One Year at $3.50. (Two years' subscription including Yachtsman's Guide, $5.00.)

Name .....

Address .....

City..... **State**.....

(Remit now and an extra issue will be added to your subscription.)

Regular subscription price **$3.00** *a year; two years* **$4.50**
Postage outside of U. S. and Canada **$1.00** *extra a year*

YARD AND SHOP

(*Continued from page* 110)

MASTERS TAKES NEW POSITION

G. LaRue Masters, sales manager of the National Lock Washer Company, has been elected vice-president in charge of the sales of the company.

Mr. Masters came to the company in 1919 to take charge of the sales of their car window equipment business. He built up the volume so successfully that in 1927 he was made assistant sales manager and in 1929 was given the title of sales manager.

The company is one of the most substantial in its field and does a large volume of business with railroads in heavy spring washers of the Hipower, Improved Hipower, and Super Hipower types, as well as a rapidly growing general spring washer business with manufacturers of automobiles and all kinds of machinery and assembled products that are subject to vibration, including road machinery, farm machinery, electric fans, washing machines, radios, etc.

National car window curtains and fixtures are widely used by the railroads and street railways, as well as on buses and yachts.

The company is expanding in the marine field also. The newly perfected National Marine Logs and National Marine Speedometers tell at a glance the speed of a boat through the water. Owners of motor boats of all types, including outboards, are finding these instruments of invaluable aid.

A 36-foot Canadian life-boat, powered with a 150 h.p. Kermath, being used as a hospital ship during a marathon swim at Toronto

CANADIAN LIFE BOAT POWERED WITH AMERICAN ENGINE

An accompanying picture shows an interesting photograph of a Canadian government boat. It is a 36-footer of 9-foot beam and 3½-foot draft. It is a fully equipped regulation British type of life boat, non-sinkable, and registered at 11 tons. For power it has a medium duty 150 horsepower dual valve-in-head Kermath marine engine installed in a watertight compartment aft. This produces a maximum speed of 11 miles per hour and makes possible exceptionally high towing capacity.

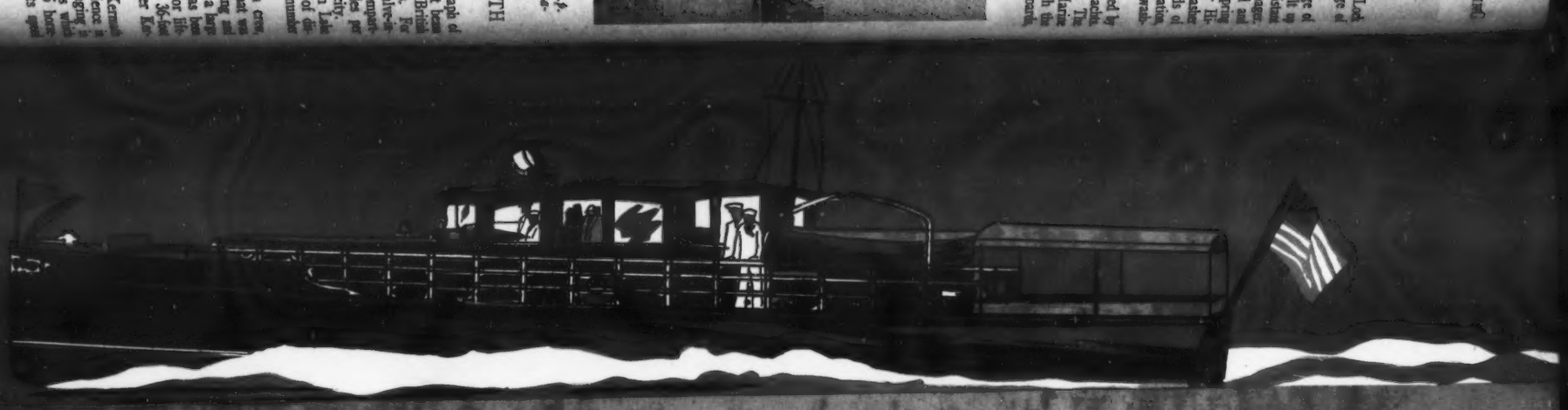
Ordinarily the boat is used in the port of Toronto on Lake Ontario for life saving purposes or for the assistance of disabled craft in this big inland body of water. It has a number of very remarkable feats to its credit.

The picture shows it in use as a hospital ship with crew, doctors and nurses on board during a marathon swim that was held at Toronto. It is part of a fleet of the Life Saving and Provincial Police Department of Canada, which also has a large 28-foot runabout, powered with a Kermath 50 which has been in use for the past five years. This boat is also used for life-saving purposes and as a harbor patrol. A new type of 36-foot patrol boat is now being powered with a 225 horsepower Kermath engine.

The Canadian government holds the dependability of Kermath power in very high regard because of its wide experience in every part of the dominion with Kermath engines, ranging in size from the little two cylinder 4-5 horsepower models which are used as far north as the Arctic Circle, to the 225 horsepower, 678 cubic inch high speed engine, noted for its speed and power delivery.

(*Continued on page* 118)

Advertising index will be found on 3rd last page



TYPICAL INSTALLATIONS — on each page is illustrated the engine and type of boat it powers

THE DOLPHIN EIGHT

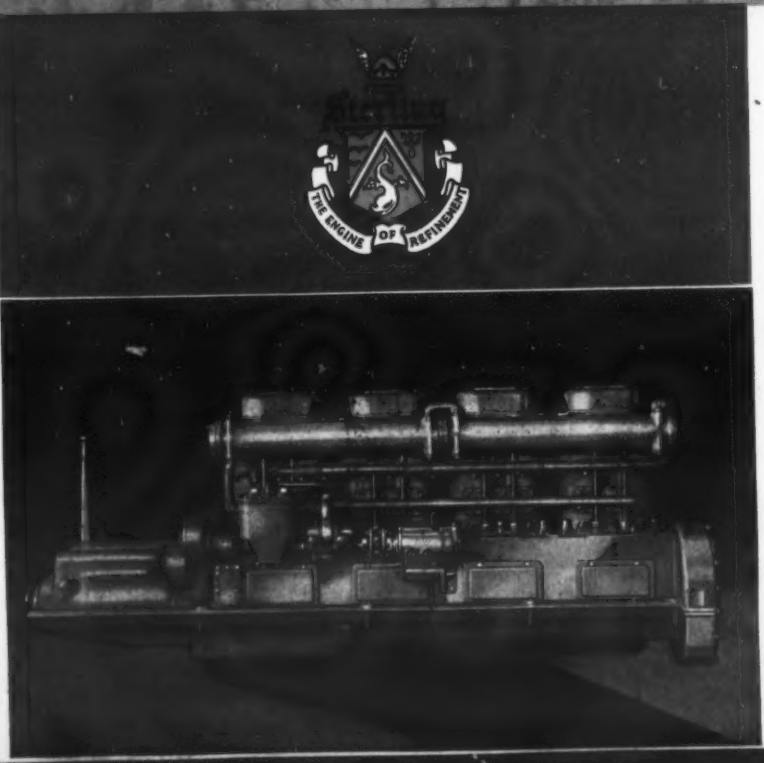
Bore 5¾" · Stroke 6¾"
300 H. P. ..1550 R. P. M.

This straight eight, designed in 1920, carried thru the years with accumulated development, drives many famous yachts. The Sterling Dolphin eight is the only engine of 5¾" bore rated 300 H. P. It weighs 3500 pounds, about 12 pounds per horse power, which includes weight of starter, generator, oil cooler, clutch and reverse gear and additional equipment. On this weight ratio the engine has demonstrated ability to cruise comfortably at 15 to 20 miles an hour and drive at a full speed of 25 to 30 miles, the average yacht 60 to 80 feet long.

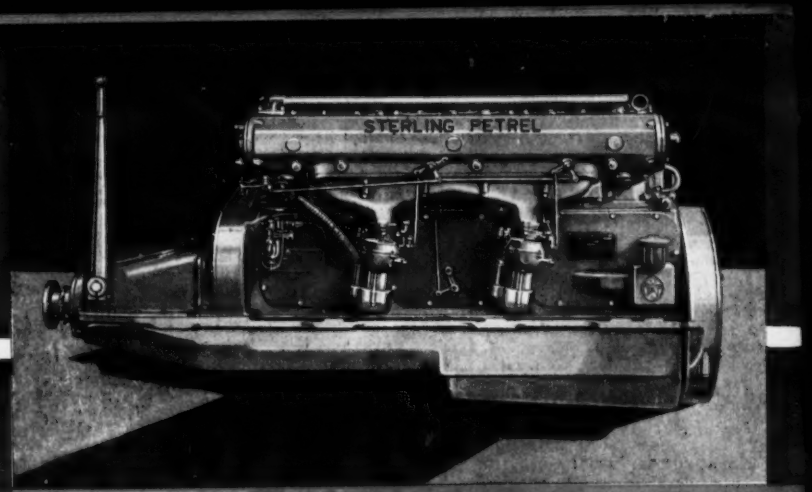
The straight eight Sterling Dolphin has been in existence and under steady production longer than any marine eight. It antedates automobile eights by 6 years. It has valves in the head, counter-weighted and dynamically balanced crankshaft, oil cooler and filter, and many other essential components of engines of this size.

The Dolphin 8 is designed with smaller, lighter pistons and connecting rods and valves. It works at high speed with less effort than any comparable lower speed engine of the power. It has a substantial service record. High production permits a moderate price for an established and meritorious engine.

$4840 F. O. B. Buffalo



Sterling Dolphin, straight eight,
300 H. P., 1550 R. P. M.



Sterling Petrel 6-cylinder engine. Bore 5¾". Stroke 6" 200 H.P. 2000 R.P.M.

Sterling offers, within a competitive price range, a 6-cylinder, 200 H. P. engine of 779 cubic inch piston displacement against engines of 678. 101 additional cubic inches enables the Sterling Petrel engine to develop 200 H. P. easily at 2000 R. P. M. while the smaller engines must be speeded 10 to 15% faster.

The Petrel is accompanied by the advantages of a costly seven bearing counter-weighted crankshaft, each crank throw balanced in its own plane, the only true dynamic balance; oil under pressure to main bearings, connecting-rod bearings, piston pins, camshaft bearings and timing gears, and clutch and reverse gear; an oil cooling system that stabilizes engine heat, maintaining even temperature and correct running clearance of all active parts in sustained high speed; an oil filtering system that can be drained automatically in two and one-half minutes, flushing and clearing the piping and filter; an L-head engine, easiest to service; a clutch and reverse gear capable of maintaining backing effort twice the period of any similar size ever tested at the Sterling plant and with 1 to 1 ratio (engine speed in reverse). Price $2500 F. O. B. Buffalo.

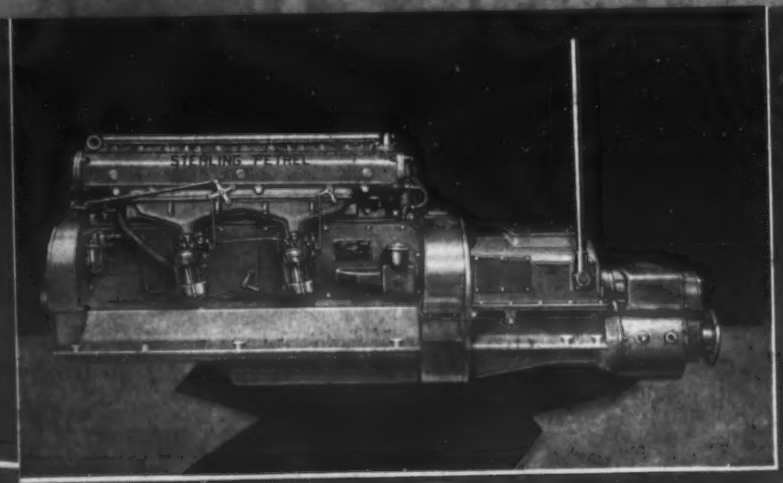
(engine speed in reverse). Price $2500 F. O. B. Buffalo.

THE PETREL IS THE BETTER BUY—
THE PETREL TURNS THE LARGER PROPELLER
AT A SAFE ENGINE SPEED.

Initially a high duty engine, the Petrel with clutch capacity increased over 100% and combined with a 3 to 1 reduction gear, enables large yachts to cruise most economically. 60 to 80 foot yachts actually cruise at 13 to 14 miles per hour, consuming only 1 gallon of fuel per mile. With engines aft, crew quartered aft also, three-quarters of the yacht including the desirable midship section, now, and for the first time, actually may be occupied by the owner. And with absolute privacy!

Price $4000 F. O. B. Buffalo

The Petrel engine—reduction gear model—180 H.P. 600 R.P.M.



THE POWERFUL DOLPHIN SIX

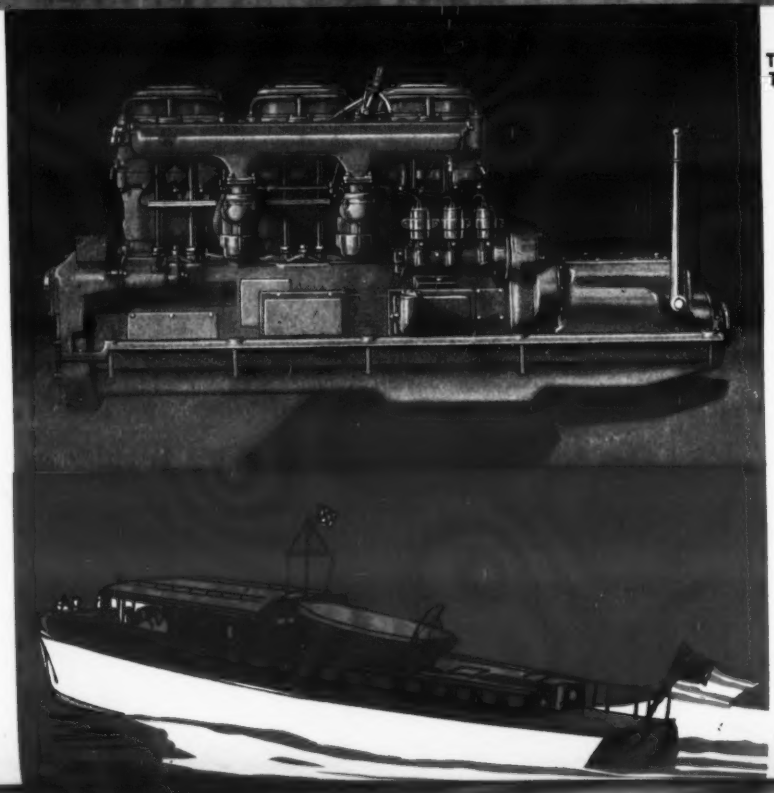
LARGEST STOCK HIGH SPEED MARINE SIX

225 H. P.	1550 R. P. M.
290 H. P.	1950 R. P. M.

Weight 2300 lbs.—high speed model
7.9 lbs. per H. P.

Revolutionary when it appeared in 1920, the Dolphin 6 is still unexcelled in power and speed for the size, and unequalled in continuity of service. In 9 years no stock marine engine of similar size, in equivalent sea-going yachts or large runabouts or cruisers, has ever equalled the speed with the Dolphin 6. $3940 F. O. B. Buffalo.

Fairform Flyer, built by Huckins Yacht Corporation, 55', twin Dolphin Special 6 cylinder engines, speed 22 miles.



The Dolphin Special six, 290 H. P., 1950 R. P. M.
The Dolphin six, 225 H. P., 1150 R. P. M.

Ten years of development and refinement has alloyed the Dolphin model with exceptional ability, which only time and a purposeful, fully equipped manufacturing plant can achieve.

In bringing to the reader's attention the medium sizes and the most popular Sterling engines, a catalog is offered those interested. The engines are aptly and understandingly described.

• • •

STERLING ENGINE CO.

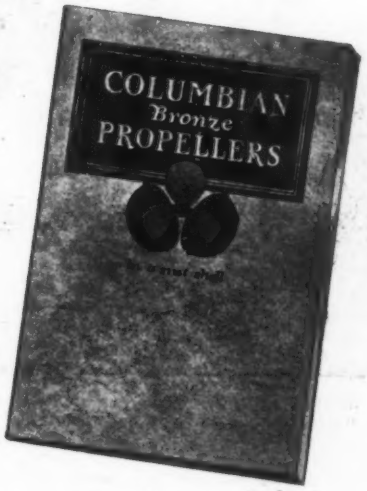
BUFFALO, N. Y., U. S. A.

12 to 565 H. P.

COLUMBIAN
BRONZE PROPELLERS

CAP'N ALLSWELL SAYS:

"Every owner or potential owner of a power-driven boat should send for "Propellers in a Nut Shell."



Is Your Propeller *RIGHT?*

IF you own, or expect to own, a power-driven boat of any size between an outboard and an ocean liner; or, if you as an operator are held responsible for the performance of such craft, you will welcome the information you will find in "Propellers in a Nut Shell."

As you probably know, unsatisfactory performance is many times due to the propeller, not to the engine or the boat.

It may interest you to know that from this one Book, "Propellers in a Nut Shell," you can figure more than 18,000 propeller blade combinations.

COLUMBIAN BRONZE CORPORATION
208 North Main Street
Freeport, Long Island, N. Y.

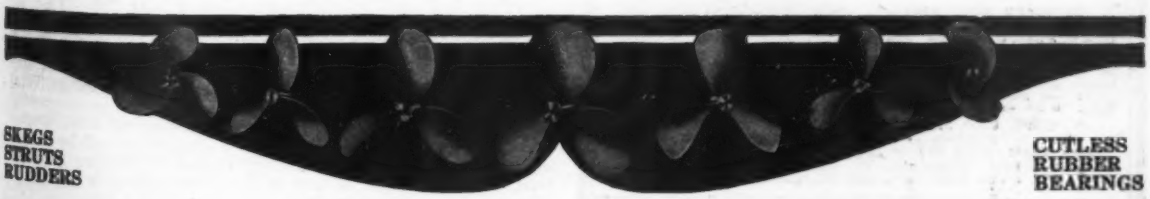
This Book also contains valuable information in the form of tables on propellers, speed, time and speed, blade widths and areas, hub dimensions, equivalents, etc.

You may accept the information contained in this Book as authoritative, for it has been compiled by men who are recognized as leaders in their field.

For twenty-five years these men have been engaged in the development and production of Columbian Propellers. They speak from knowledge gained by broad experience.

Your copy of "Propellers in a Nut Shell" will be mailed promptly upon receipt of coupon.

Columbian Bronze Corp.
208 North Main St.
Freeport, Long Island, N. Y.
Gentlemen:
Please mail me free copy of "Propellers in a Nut Shell."
Name .....
Address .....
City ..... State .....



SKEGS
STRUTS
RUDDERS

CUTLESS
RUBBER
BEARINGS

The girl in the sun looks down on her rivals, the brilliant Searchlights made by The Carlisle & Finch Co. The inky darkness about your boat is stabbed with a piercing white ray of light.

Send for Catalog I—incandescent. Catalog A—arc.

THE CARLISLE & FINCH CO.
251 EAST CLIFTON AVE. CINCINNATI, OHIO

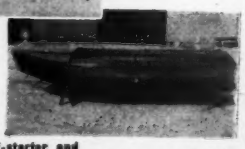
CAPE COD BOATS

DON'T BUY A BOAT
Until you have received information on our boats, as we have several new models.

CAPE COD BABY KNOCKABOUT
This model is brought out to meet the demands of various yacht clubs and individuals, a number of yacht clubs having adopted this boat as a standard racing class. Some clubs have fleet of 20 boats. All Cape Cod boats are standardized built.

ROWBOATS
10, 12, 14 feet long. Of various models. Strong, well-built and safe.

RUNABOUT, LAUNCHES AND DORIES
New 16' Runabout with Van Blerck Jr., 20' Runabout, Niagara motor, 20' Special Dories safest sea-going boat built.



OUTBOARD MOTORBOATS
New sea-going boat for outboard motor; other models for general utility and high speed use.

16' Speedsom with Van Blerck Jr., self-starter and reverse gear. Complete ready to run. Most seaworthy and fastest little boat built. SPEED 30 Miles. Order early as our production is limited. $987 F.O.B. Factory

CAPE COD SHIP BUILDING CORPORATION
Builders of Standardized Boats
SHOW ROOM, MAIN OFFICE, AND WORKS, WAREHAM, MASS.
Boston Show Room, Rapp-Huskins Co., 128 Beverly St., Boston, Mass.
Branch Office, 18 Tremont St., Boston, Mass.

YARD AND SHOP

(*Continued from page* 112)

BIGGEST MONTH IN 41 YEARS

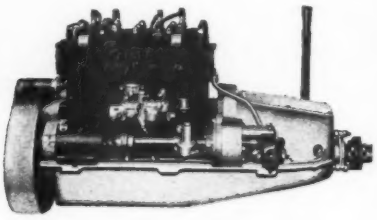
Quite contradictory to some of the idle rumors floating about that business conditions are slumpy comes the report that the sales of the United States Motors Corporation, Oshkosh, Wisconsin for the month of April were the greatest in the 41-year history of their business. Sales for the first three months this year were 71 per cent over the same period in 1929.

Although their Super-smooth lighting plant volume is better than ever, the biggest contributor to the United States Motors' record-breaking month is the stream of orders coming in for the new Falcon 25.

This motor was designed particularly for runabouts, tenders, auxiliary power and small cruisers where a medium amount of power is desired at low cost—the underlying motive being, of course, to further stimulate boating.

The Falcon 25 will drive small, light weight hydro shells from 28 to 35 miles per hour; 16-foot runabouts around 30 miles; 20-foot runabouts between 15 and 18 miles; and 22- to 35-foot cruisers with reduction gear between 8 and 16 miles per hour.

Considering the low cost of this motor, the smooth running performance it will render, and the fair-dealing reputation of the company behind it, it is not at all surprising that this inboard engine should be winning such instant popularity in the boating field.



The Falcon 25 is proving very popular for fast runabouts and cruisers

STAMFORD PLANT BUSY

In spite of unfavorable weather, fever heat prevails in the activities of the Luders Marine Construction Company at Stamford, Conn.

The 106-foot twin-screw Winton-powered Diesel cruiser building for Commodore F. B. Hower of Buffalo is practically completed and will be launched within a few days ready for immediate trial. This is a staunch and seaworthy wooden hull, patterned very closely after the successful 102-foot Spindrift completed last autumn for Donald Parson of Pinehurst, North Carolina and which is now due at Stamford from a southern season for spring overhauling. The Hower boat has a pair of 200 h.p. Winton Diesel engines, is 20 feet wide, 6 feet draft and complete in the most modern way.

This company is also about to lay the keel of a 112-foot steel yacht for a member of the New York Yacht Club whose name cannot be disclosed at the moment. Steel work with the Luders Company has been inactive for the last ten years, but due to pressure from clients who progress from 60-,.80- or 100-footers to boats of the larger classes and a desire to own a Ludership, it has been necessary to reorganize this branch of the business along the most modern lines. A large new plate shed has just been erected with the installation of oil-burning furnaces, heavy rolls and other shipyard machinery.

This development is undoubtedly in the right line for the Luders Company as A. E. Luders, president, is after all a steel shipbuilder, who was engaged in work on larger steel vessels in shipyards in this country and Scotland before embarking on the business of building wooden yachts. This fundamental training in the principles of steel work carried as far as possible into the building of wooden yachts has been one of the reasons for the success of this company.

The 85-foot 28-mile Catamount built this early winter for Bradford Ellsworth of New York City, a most striking Ludership, has just returned for spring overhauling from a most successful Florida season. This boat powered with a pair of Winton gasoline engines will be seen this summer in commuting service at the New York Yacht Club landing at 26th Street.

Another one of the famous 72-foot Luderships will be in evidence in this summer commuting service, a Sterling powered boat, Geredna, which is now under construction for Joseph E. Higgins, the well known broker of New York City.

(*Continued on page* 120)

BOSCH
MOTOR BOAT RADIO

Bosch has made Radio just as practical for the motor boat as for the home—an achievement which increases boating enjoyment a thousand fold, and is a new, active source of profit to dealers. This new Bosch Motor Boat Radio embodies all the superior qualities of Bosch Radio so long recognized for quality performance.

BOSCH MODEL 84 RECEIVER

1. Materials and design of set make it resistant to effects of moisture and salt air.
2. Compact unit with built-in speaker.
3. Five tubes, 4 of which are Screen Grid, give exceptional sensitivity.
4. This receiver operates from motor ignition battery and "B" batteries.
5. Circuit designed for low current consumption and long "B" battery life.
6. Is furnished with special shielded "lead-in" to prevent pick-up of ignition interference from motor by antenna.
7. Set carefully shielded for same purpose and can operate while motor is running.
8. Shielded battery wire and interference "suppressors" also furnished with set.
9. Speaker connections are provided so extra speaker can be used on deck or wherever desired.
10. Uses short aerial which may be fastened under molding along edge of cabin.
11. Illuminated Dial and single tuning control.

Cabinet Model—Price $80, less tubes.

AMERICAN BOSCH MAGNETO CORPORATION
Springfield Massachusetts

Branches: New York Chicago Detroit San Francisco

Bosch Radio is manufactured under patents and applications of R. C. A., R. F. L. and Lektophone

COUPON

AMERICAN BOSCH MAGNETO CORP.,
Springfield, Mass.

Please send me details of Bosch Motor Boat Radio.

Name .....

Firm .....

Address .....

WHITE RUBBER
Yachting Garments
for RAINY or ROUGH WEATHER

THESE garments are of the same quality as the high-grade black rubber suitings worn by Atlantic fisherman. Special white garments as illustrated are now available for the yachtsman and his crew. Will outwear six oilskins; will not stick; more comfortable; neater looking and absolutely waterproof. White bone buttons. Rip-proof seams.

Price $6.50 per garment

or $13.00 per suit of coat and pants.

Send check today for your outfit. Give chest and waist measures.

FULTON SUPPLY COMPANY

89 South Street New York, N. Y.

PHILIPPINE
INDOAKO
WOOD

USED by the foremost Boat Builders throughout the Country, because it fulfills every requirement asked for in a Boat Wood. *It is the Best Boat Wood.*

To be assured of permanent satisfaction buy the boat that is planked with Philippine Indoako.

INDIANA QUARTERED OAK CO.

222 East Ave. Long Island City, N. Y.

YARD AND SHOP

(*Continued from page* 118)

A 50-foot commuter, Venus, powered with a pair of Sterling motors, a 30-mile craft, is now under construction for John King Reckford who last year was the owner of a 42-foot Ludership. This new boat follows closely the design on a larger scale of the unusual 45-footer that was exhibited by this company at the New York Motor Boat Show. This 45-foot Ludership, which due to its unique design and color scheme created intense interest at the Show, is now being tried out and the preliminary trials demonstrate everything and more than the builders promised in speed, comfort and seaworthiness.

A 40-foot cabin cruiser Sterling-powered Ludership is rapidly nearing completion for Graham C. Thomson of New York City. This boat has been especially laid out with a view of a protracted cruise in Canadian waters this coming season.

The 85-foot steel boat building in Rotterdam, Holland, for Bernard S. Ruys, a prominent ship owner of that country, is rapidly nearing completion. This is a Ludership patterned somewhat after their 72-foot commuter but with more weight, draft, etc., to meet the more strenuous conditions of the European coastal cruising. The boat is due to be delivered in late June and it is an interesting commentary and compliment that this company was selected as the designers of this craft.

Among the smaller boats under construction are two of the International 6 metre sloops, one of which from the design of Sherman Hoyt is building for Seward Johnson of New Brunswick, N. J.

The fitting out of the numerous boats laid up at the Luders company is under full swing and the indications are all for a most active yachting summer, following the market slump of last autumn which caused a temporary halt in yacht building, conditions are rapidly being improved and the yachting industry seems to have returned to substantially all the vigor of a year ago.

With the lure of the international sailing races and other regattas of the summer there will undoubtedly be an unusual late season demand for desirable craft.

The new series Richardson Cruisabout attains a speed of 25 miles with a Gray eight, driving through reduction gears

A POWERFUL EIGHT

An accompanying photograph shows the Richardson Cruisabout which is recently announced with the Gray Eight and built-in 2½:1 Morse straight line reduction gear as standard equipment.

Richardson Cruisabouts during 1929 and the early part of 1930 were powered by Gray Six-60 or Gray Cruiser Eight, with resulting speeds of 14 and 18 miles per hour. In an endeavor to realize the ultimate speed capabilities of their hull, the Richardson Boat Company now announces the built-in reduction gear Gray Eight as standard equipment, with speeds of from 23 to 25 miles available. The motor turns a 20x28 propeller.

A complete description of the motor with built-in reduction gear is contained in the new Gray 1930 catalog, a copy of which will be sent to readers free on request addressed to the Gray company.

Standardization of the Gray reduction gear Eight in Richardson Cruisabouts marks another high-light in the long and successful association of Richardson Cruisabouts and Gray motors. The Gray factory is now working on a large release of reduction-gear Eights for the Richardson Boat Company, and deliveries are already being made.

(*Continued on page* 124)

A·B·C

Announces

FULL SIZE

DAY and NIGHT CRUISER

$2,250.

A Superb Twenty-Five Footer

THIS extraordinary announcement heralds the latest achievement of the American Boat Corporation in producing water craft to meet every boating requirement at the lowest possible cost consistent with proven design, quality materials and expert craftsmanship.

The ABC 25-Foot Day and Night Cruiser is a remarkable craft for more than a few reasons. It is a boat of good speed and graceful lines with plenty of cockpit space and sleeping accommodations for one to four at slight additional cost. Natural finished mahogany hull, staunch, comfortable, seaworthy and low priced, the ABC "25" brings to you new boating joy and at a heretofore unheard of price for so fine a craft.

Powered with a Gray Four-40, or with Gray Eight-120 at slightly increased cost giving speed of about 27 m. p. h.

LIMITED PRODUCTION

INVESTIGATE NOW!

Production on the ABC "25" will be limited. If you really want a superb sea-cruiser at extremely low cost we urge you to act immediately. Write today for full particulars.

AMERICAN BOAT

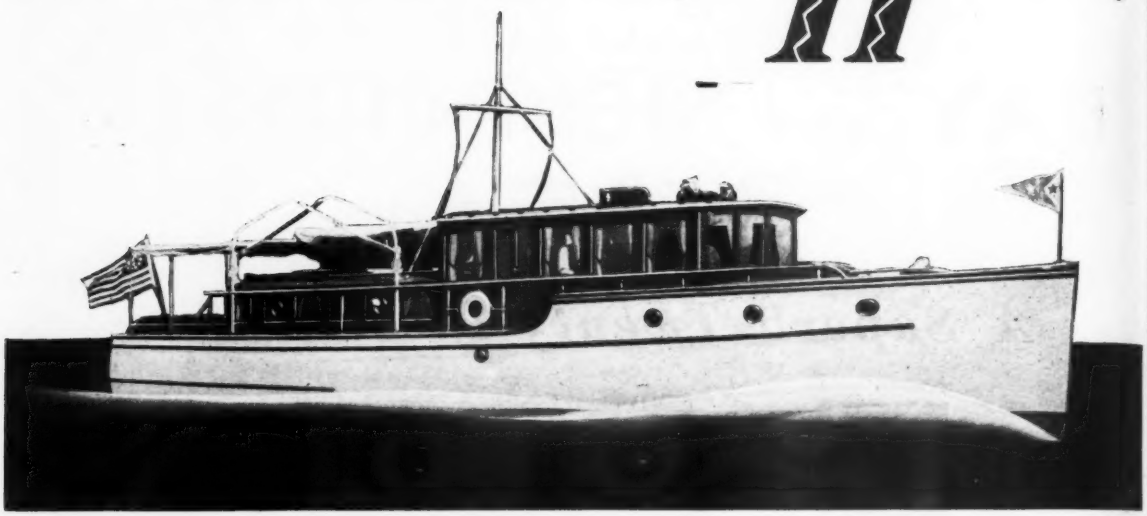
CORPORATION, INC.

S. CLYDE KYLE, *Vice-Pres. & Genl. Mgr.*

GENERAL MOTORS BLDG., 1775 BROADWAY NEW YORK . . . CRUISERS FROM TWENTY TO SEVENTY-FIVE FEET . COMMUTERS . SPORT CRUISERS . SAILING YACHTS . SMALL BOATS

Prompt Delivery

On Your Choice of 11 Craft



OTHER CRUISERS
***and* COMMUTERS**
30 *to* 50 FEET

30-FOOT CORSAIR
$6,500 in water, Detroit

36-FOOT CORSAIR
$12,500 to $14,800 in water, Detroit

30-FOOT
DOUBLE CABIN CRUISER
$4,985 in water, New York

38-FOOT CABIN CRUISER
$7,500 in water, New York

ROBINSON SEAGULL CRUISERS
39 to 45 Feet—Four Models
$14,500 and up in water
Benton Harbor, Mich.

50-FOOT STEPHENS CRUISER
$27,500 in water, New York

Also complete listing of very desirable used standardized and custom built boats.

Stephens "43"

Regardless of Price this Cruiser Gives the Most in Dollar-for-Dollar Value

FORTY-THREE feet of master naval architecture, lavish quality, skilled craftsmanship and solid cruising comforts in an able and proven seagoing twin-screw craft at $14,950. Do you know where such value can be duplicated?

The Stephens "43" actually has the accommodations of a much larger boat. Sleeping accommodations for nine, a raised and enclosed bridge deck, a roomy cockpit, galley, two lavatories, and a seaworthiness that fears naught. Speeds, 17½ to 25 miles per hour.

AMERICAN BOAT

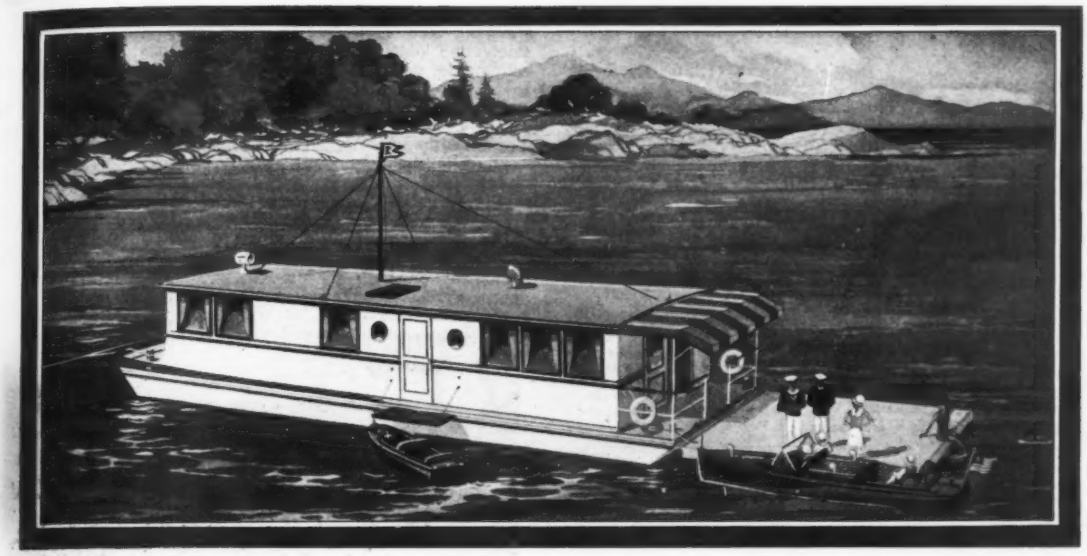
CORPORATION, INC.

S. CLYDE KYLE, *Vice-Pres. & Genl. Mgr.*

GENERAL MOTORS BLDG., 1775 BROADWAY NEW YORK . . . CRUISERS FROM TWENTY TO SEVENTY-FIVE FEET . COMMUTERS . SPORT CRUISERS . SAILING YACHTS . SMALL BOATS

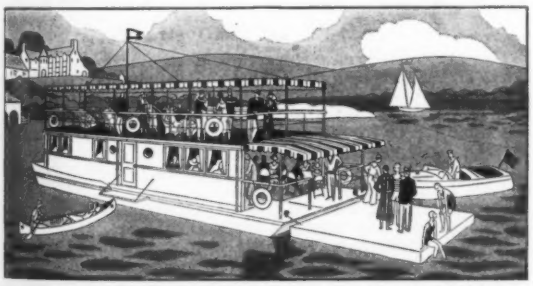
Advertising index will be found on 3rd last page

. . . . The First Luxurious Low Priced House Boat



MAKE this luxurious low-priced houseboat your summer residence on the water,—in that enticing cove . . . . on that emerald lake . . . or at your favorite fishing or shooting grounds. Ideal as a guest house at your water-front estate.

The ABC Houseboat, forty-five feet long with eleven foot beam, has plenty of room to live in thorough comfort or to entertain a score of guests. There are two spacious staterooms, galley, toilet with full size bath tub, lounging deck and a really luxurious living-room. The upper deck may also be covered with an awning, giving an unobstructed space of eleven by forty feet.



The ABC Tea Boat—a unique craft for many purposes,—dining, dancing, bridge parties and all sorts of social gatherings.

Heavy construction throughout of the finest selected woods. Finished by experienced interior decorators to standard, or in your own choice of color combinations.

The ABC Houseboat hull is also available with other arrangements, as a tea boat, bath house or floating dock.

COMPLETE DETAILS
of ALL ABC CRAFT *NOW READY*

Write today for complete blueprints, descriptions. prices and terms not only on the several styles of ABC Houseboats, but also on any of the cruisers and speedboats described in the foregoing pages. Please indicate in which specific craft, and model, you are interested. Act now, to insure spring delivery.

Profitable franchise to dealers. Write today.

AMERICAN BOAT
CORPORATION, INC.

S. CLYDE KYLE, *Vice-Pres. & Genl. Mgr.*

GENERAL MOTORS BLDG., 1775 BROADWAY NEW YORK . . . CRUISERS FROM TWENTY TO SEVENTY-FIVE FEET . COMMUTERS . SPORT CRUISERS . SAILING YACHTS . SMALL BOATS

A Matter of Tradition!
Into every yacht built by Davis today goes the same master craftsmanship that built the Davis reputation generations ago. It is a matter of tradition with these Davis craftsmen whose lives are yachts and sea. A matter of importance which brings many yachtsmen back to this yard for their second, third, fourth and even fifth yachts.
Welcome Yachtsmen
North and South bound yachts are invited to visit our yard at Solomons. See the yachts under construction, in repair and at anchorage.
Builders of Fine Sail and Power Yachts!
M. M. DAVIS & SON
CUSTOM BUILDERS
MARYLAND

Established 1903 **LLOYD'S** *Twenty-Eighth Year*

REGISTER of AMERICAN YACHTS

1930

LISTING 5000 Yachts and 534 Yacht Clubs of the United States, Canada, West Indies and South America. Color plates of 529 Club Burgees and 3067 Private Signals of Yachtsmen. List of 4700 Yacht Owners, with their addresses and names of Yachts.

Blue Cloth, with Owner's name on cover.. $14.00
Canvas Cover 12.00

LLOYD'S AMERICAN YACHT FLAGS

The 63 Flag Plates of the Yacht Register bound separately in Blue Cloth, Gilt, $3.00

LLOYD'S REGISTER OF AMERICAN YACHTS
17 BATTERY PLACE NEW YORK CITY

YARD AND SHOP

(*Continued from page* 120)

TWO NEW GIELOW YACHTS

Edsel B. Ford of Detroit and Frank H. Goodyear of Buffalo have placed orders with Henry J. Gielow, Inc., for the construction of two Diesel yachts to be delivered within the year.

Ford's boat will be a twin-screw, all-steel, 125-foot off-shore cruiser type and will be built by the Pusey & Jones Corporation of Wilmington, Del. She will have a continuous deckhouse over the main deck, containing the galley, pantry, living room, dining saloon and lobby. On the forward deck another steel house will contain the pilot room and captain's quarters. Aft of this will be a huge promenade and sun deck.

On the main deck there will be four large staterooms for the owner and his guests, all rooms finished in tinted paints to harmonize with draperies and furnishings.

The pilot house and all gear on the boat deck will be removable to permit navigation of the boat under the fixed bridges of the New York State Barge Canal and thence into the Great Lakes.

Power equipment will consist of a pair of 275-horsepower Diesel engines affording a speed of 14 miles per hour. Auxilliary equipment on both yachts will include Diesel generators, a Sperry gyroscopic compass, a Metal Mike for automatic control, a radio direction finder, electric anchor windlass, electric boat hoist, thermofan system and mechanical refrigeration.

MoToR Boating's *attractive booth at the Chicago Boat Show*

SEATTLE-PRINCE RUPERT RACE

The Seattle-to-Prince Rupert yacht race seems to be an assured success at this time with the definite entry of twelve cruisers for the event and the probability of at least twice that number on the starting line by the time the race gets under way. This race covers a distance of 570 nautical miles and is to take place on alternate years with the longer race from Olympia, Washington, to Juneau, Alaska. This race was planned by the International Alaskan Cruising Club to provide a contest for those who felt that the Capital-to-Capital race was too long. The first boat will leave Seattle on June 20, and the others will follow later, according to their handicap rating. They will arrive, theoretically, at Prince Rupert on Tuesday, June 24 at 3 P. M.

This contest is held under the auspices of the American Power Boat Association and the International Alaskan Cruising Club. The latter is an honorary organization composed of the skippers and crews of the boats which have taken part in the Olympia to Juneau race in 1928 and 1929. Their purpose is to promote these long distance races from Puget Sound to points in Alaska and British Columbia, and in this way call the attention of the public to the possibilities of this summer playground of the boating enthusiasts. It is planned that one of the Yacht Clubs in the Northwest will undertake to plan and stage this race each year. This summer's race is being handled by the Seattle Yacht Club who have placed the actual planning in the hands of Richard Froboese as chairman and William Meacham as secretary of a committee to handle all details. The following men have been selected as officials of the race: Joseph L. Patton of Seattle, who was head judge last year will again act in the same capacity and will be assisted by Arthur H. Carson and John Dybhavn of the Prince Rupert Rowing and Yacht Club.

The rules have been changed somewhat this year, providing that the boats will be handicapped at their entered speed, which

(*Continued on page* 128)

NATIONAL DIRECTORY OF
DODGE BOAT
DISTRIBUTORS AND DEALERS

(Revised to May 5, 1930)

Appreciation of the new Dodge Boats, with their unprecedented quality, power and speed at amazing low prices, has resulted in the building of a coast-to-coast distributing organization of a calibre without precedent in the boat industry.

ALABAMA
BIRMINGHAM
Drennen Motor Car Company
MOBILE
Drennen Motor Car Company

CALIFORNIA
LOS ANGELES
Franklin Motors, Inc.
L. C. R. Corporation
NEWPORT BEACH
Newport Beach Boat Builders, Inc.
OAKLAND
J. G. Rapp Corporation
SAN DIEGO
Clem Stose
SAN FRANCISCO
J. G. Rapp Corporation
WILMINGTON
Fellows & Stewart, Inc.

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BRIDGEPORT
Eastern Marine & Yacht Company
DANBURY
The Lighthouse Marine Company
V. D. VanHouten
EAST HARTFORD
F. W. Williams, Inc.
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Essex Marine Railway
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The LeLand E. Hull Company
MIDDLETOWN
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NEW HAVEN
Crampton Boat Yard
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NORWICH
W. R. Frisbie
STAMFORD
Roy Lockwood, Inc.
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DAVENPORT
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NEW ORLEANS
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MAINE
AUGUSTA
Church Electric Company
BANGOR
Utterbach-Gleason Company
BAR HARBOR
Bar Harbor Motor Company
BELGRADE LAKES
E. P. Johnson
OGUNQUIT
Ogunquit Garage

MARYLAND
BALTIMORE
The James Walker Company
CRISFIELD
J. Millard Tawes & Company
LEONARDTOWN
Leonardtown Motor Company

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BOSTON
Atlantic Radio & Marine Company
FALL RIVER
J. O. Neill Hardware Co.
HARWICH PORT
E. Donald Dodge
MARBLEHEAD
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NEW BEDFORD
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TAUNTON
A. H. Waite Co., Inc.
WAKEFIELD
Wakefield Boat House

MICHIGAN
DETROIT
Allmand, French, Thompson, Inc.
Howard F. Bond
ELK RAPIDS
Marker Brothers
FLINT
Marine Service Company
HARBOR SPRINGS
Melching Boat Works & Garage
KALAMAZOO
Kalamazoo Auto Sales Co.
MACKINAC ISLAND
Speed's Sport Shop
MUSKEGON
Aero Marine Service
NEW BALTIMORE
Al Helwig's Garage
PONTIAC
Dohany Brothers
SAGINAW
Morley Brothers
SAULT STE MARIE
E. J. Mertaugh
WYANDETTE
Genthle Brothers

MINNESOTA
DULUTH
Hanson Duluth Company
WAYZATA
Minnetonka Boat Works, Inc.

MISSOURI
KANSAS CITY
Convert Boat & Engine Company
ST. LOUIS
William Grossman

NEW HAMPSHIRE
PORTSMOUTH
Portsmouth Nash Company
THE WEIRS
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ATLANTIC CITY
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James L. Rightmire
KEYPORT
C. C. Galbraith & Son, Inc.
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Howard Height
MT. ARLINGTON, N. J.
Barnes Brothers
NEWARK
Griggs Whippet Knight Company
NEWTON
W. F. Howell Hardware Co., Inc.
OCEAN CITY
Ocean City Boat Works
RED BANK
Charles P. Irwin
SOMERVILLE
Cruser Brothers, Inc.
TOMS RIVER
Toms River Sport Shop

NEW YORK
ALBANY
L. R. Mack, Inc.
AMSTERDAM
United Welding Company
BROOKLYN
Powell Garage Company, Inc.
BUFFALO
George F. Elliott
Riverside Motor Sales
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J. A. Jensen Auto Sales, Inc.
New York Boat Service Corp.
CITY ISLAND
Charles Massoth, Jr.
CLAYTON
St. Lawrence River Motor & Machine Co., Inc.
COOPERSTOWN
Cooks Auto & Supply Co.
FORT PLAIN
Bobilin Boat Works
ITHACA
F. E. Johnson Boat Yard
JAMESTOWN
Chautuaqua Lake Boat Co.
LAKE MAHOPAC
C. J. Benjamin
LONG ISLAND
Babylon, W. A. Frost
Flushing, Sulco Service
Freeport, Freeport Boat & Engine Co.
Huntington, Charles A. Gould, II
Long Beach, The Long Beach Water Kraft & Equipment Co.
Patchogue, Henry Kings Son's
Port Washington, Orchard Beach Ship Yard
Riverhead, G. & D. Motors Express Co.
Rockaway Beach, William H. Wood & Son
Sea Cliff, The Sea Cliff Canine, Inc.
Sheepshead Bay, Gardner Marine Sales & Service, Inc.
NEWBURGH
Henry J. Anderson
NEW YORK CITY
Abercrombie & Fitch
Brickner Auto Supply Co., Inc.
Universal Watercraft Corp.
OSSINING
Meredith & Hitchcock
ROCHESTER
James J. Williams, Inc.
RYE
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Gladd Brothers
SCHENECTADY
A. Wayne Merriam, Inc.
STATEN ISLAND
Marine Sales & Service
SYRACUSE
Barzee Boat Sales, Inc.
TROY
Harry H. Henry

NEVADA
RENO
Packard Motors, Inc.

NORTH CAROLINA
BELMONT
Dixon Motor Company

OHIO
CLEVELAND
Gordon Park Motor Boat & Radio Co.
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Mentor Harbor Boat Company
CINCINNATI
Dodge-Cincinnati Boat Company
ELYRIA
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The Pleasure Boat Company
SANDUSKY
L. A. Ohlemacher
TOLEDO
Toledo Boat Company

OREGON
ASTORIA
The Beebe Company
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J. W. White
MEADVILLE
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SEWICKLEY
Wilson N. Book
WILLIAMSPORT
Susquehanna Sales Company

RHODE ISLAND
PROVIDENCE
Auburn Motor Car Co., of R. I., Inc.
WESTERLY
Alling Rubber Company

TENNESSEE
MEMPHIS
Hays Supply Company
NASHVILLE
Auburn-Nashville Company

TEXAS
CORPUS CHRISTI
R. Sealy
GALVESTON
R. Sealy
HOUSTON
Sebo Boat Company
SEABROOK
Muecke's Place
WACO
R. Sealy

UTAH
SALT LAKE CITY
Packard Motors, Inc.

VERMONT
BURLINGTON
Appleyard Motor Co.

VIRGINIA
NEWPORT NEWS
H & W Motor Corporation
NUTALL
Irving Steward
RICHMOND
T. W. Tignor's Sons

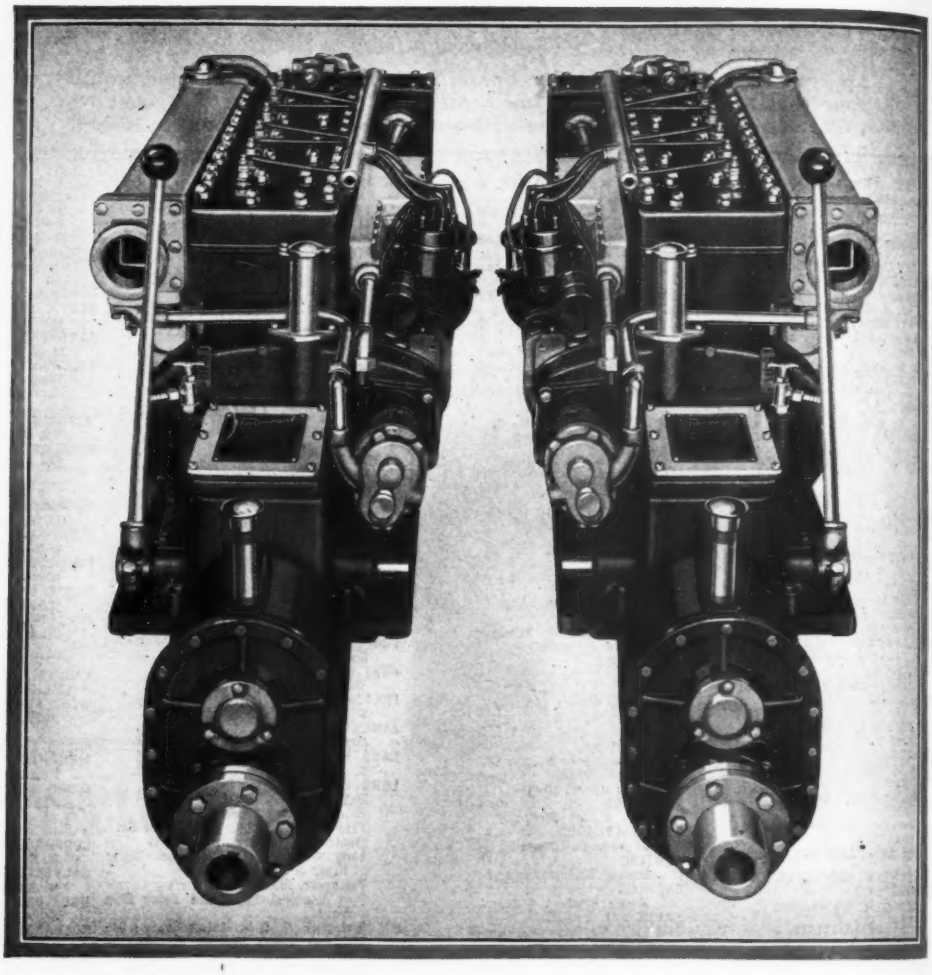
WASHINGTON
SEATTLE
Wm. O. McKay
Metropolitan Building Co.

WISCONSIN
FOND DU LAC
Funk & Tursky
GREEN BAY
Morley-Murphy Company
MADISON
Tracy Boat Company
MILWAUKEE
Edwards Motor Co.
STURGEON BAY
Gordon Boat Company

HORACE E. DODGE BOAT & PLANE CORPORATION,
GENERAL SALES DEPARTMENT, 21 WEST 46th STREET, NEW YORK, N. Y. WORKS: NEWPORT NEWS, VA.

UNIVERSAL

A pair of Universal Reduction Drive Sixes in a true Twin Installation. True Right-Hand and True Left-Hand Motors. 176 horse power with only 1840 pounds weight. All Universal Motors are available in right-hand and left-hand models for twin installations, and in either Direct or Reduction Drive.

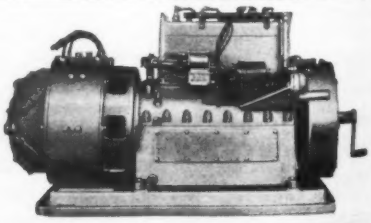


At last—no more blown gaskets

Universal engineering has banished forever the uncertainties, the hazards, the trouble, and the expense caused in high-speed motors by blow-bys in cylinder head gaskets. For in the new Blue Jackets, Sixes, and Eights,

There's a Universal to meet your needs

Three Blue Jackets	40-44-47 HP
The Single Cylinder	6-8 HP
The Flexifour	10-15 HP
The Super Four	35-50 HP
The Sixes	77-88 HP
The Eight	115 HP



Universal Motor Co.

Also manufacturers of
MARINE ELECTRIC PLANTS
1½—3—4—5—7½—10—15—20 kw.

Advertising index will be found on 3rd last page

100% marine — 100% good

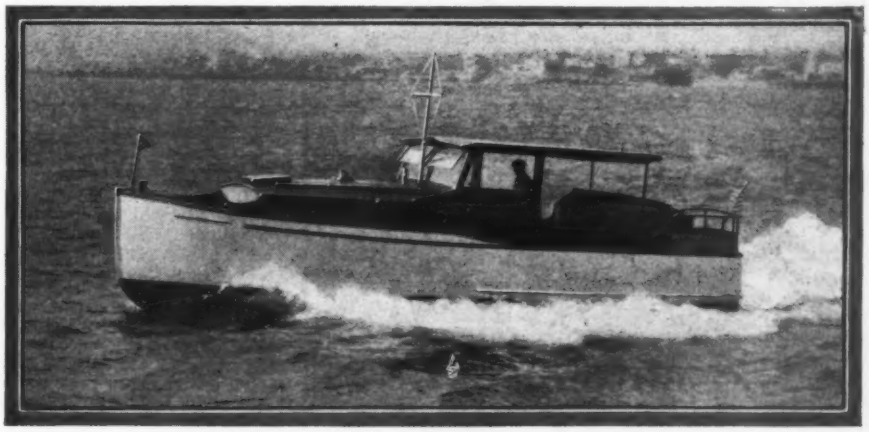
Universal fastens heads to cylinder blocks with eight studs per cylinder. And Universal casts both head and cylinder block from a special non-warping alloy. You'll never blow a gasket on one of these Universals.

This is just one of the features of 100% marine, 100% good construction which distinguish the 1930 line of Universal Motors. No one else offers such a combination of advantages as are presented in the Blue Jacket—to mention only the newest addition to the Universal line. No one else offers its excellence of controlled cooling; plus its in-built carbon-filtering oil cooling system; plus a design of crankshafts and bearings to absorb the load where the load is placed; plus such perfect accessibility of working parts combined with a score of other outstanding features. These notable superiorities are typical of the way in which Universal builds for trouble-free service.

There's a new kind of boating pleasure for the man who installs a Universal. And it's ten to one that there's a Universal for your boat.

A few of the quality builders who use Universal power for that added measure of value:

Sea Sled Corporation
Auto-Hydro-Craft
A. B. Chase-Emerson
Dunphy Boat Mfg. Co.
Matthews Company
Atlas Boat Company
Century Boat Company
Dyer Motorcraft Corp.
Luders Marine Const. Co.
Mathis Yacht Bldg. Co.
Fremont Boat Bldg. Co.
Staples, Johnson & Co.
Wheeler Shipyards
Tregoning Boat Company
Fellows & Stewart
The Aeolian Company
Rice Brothers
Down East Boat Corp.
Debasco Boat Company
Crandall Boat Company
Peterboro Canoe Co.
Dan Kidney & Son
Thompson Bros. Boat Mfg. Co.
Toppan Boat & Engine Co.
Consolidated Shipbuilding Corp.



The Wheeler 33-foot, double cabin "Playmate", built by the Wheeler Shipyard, Brooklyn, N. Y. A Universal Reduction Drive Eight, turning a 20 x 16 propeller, drives this boat at a speed of 16 to 18 m. p. h.

Universal MOTOR CO.

UNIVERSAL MOTOR COMPANY
210 Harrison Street, Oshkosh, Wis.
New York Showroom: 44 Warren St.
London Showroom: 22 George St., Hanover Sq. W.

UNIVERSAL MOTOR CO.
210 Harrison St., Oshkosh, Wisconsin

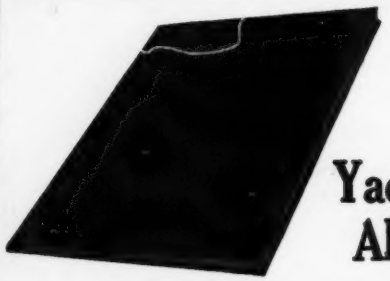
Please send me your 1930 year book containing 40 pages of valuable data on the new Universal Motors and their use.

Name .....

Address .....

City ..... State .....

MASTER
CRAFTSMANSHIP
AT
MODERATE
COST
Before ordering your new sport runabout, by all means, write for illustrated literature describing the new ATLAS runabouts in 19, 23, 26 and 30 foot lengths. Up to 30 and 45 skimming miles per hour are neatly tucked away into the racy lines of each model. They are designed by master craftsmen to provide the utmost in riding comfort and ease of control at all speeds. You'll thank yourself for having written for full information. Because, in addition to their ultra-custom design, ATLAS prices are exceptionally moderate—as low as $1475 for the 19 foot, fully equipped all-mahogany runabout.
Atlas
Dealers write for special dealer proposition
ATLAS BOAT CORPORATION, MENOMINEE MICHIGAN



Yachtsmen Ahoy!

SOMETHING NEW

In publishing the Eldridge Books of Harbor Charts this year we have added to each book several "coasting" charts so that you may go from New York to Bar Harbor entirely with these books and without other charts. All the principal courses, distances, buoys, lights, fog signals and necessary information are given plainly and ready for immediate use.

No. 1 Book New York to Boston.....$20.00
No. 2 Book Boston to Bar Harbor.....$15.00

BOUND IN STIFF CANVAS COVERS

These books make a unique and useful present to the friends you cruise with.

KELVIN & WILFRID O. WHITE CO.

112 STATE STREET BOSTON
38 WATER STREET NEW YORK CITY

On Inspection at both stores

YARD AND SHOP

(*Continued from page* 124)

must not be exceeded, and then with a compulsory allowance of ten hours layover time, the skippers will try to take every possible advantage of wind and tide and the first boat to arrive at Prince Rupert will be declared the winner unless it has violated the rules of the race in order to do so. These conditions seem to satisfy the prospective entries better than running against a predetermined schedule which has been calculated on straight running time and distance, regardless of tide and weather.

Another feature which will take place at the same time and sponsored by the same men will be a race between fast runabouts which will be run in three heats to cover the same distance. These boats will run approximately a third of the distance each day and the time of the run will be selected so that the weather and tides will permit craft of this type running without endangering their lives. It is possible that a third class will be provided to allow for the entry of fast outboard craft. This, however, is not at all assured at present.

Following is a list of the entries to the date of this writing:

Maidie—45 foot—Fordson Conversion—Owned by Jack Powers of the Queen City Yacht Club at Seattle. This boat was a contender in 1928 and 1929.

Bolinder—32 footer—Owned by Richard Froboese of Seattle Yacht Club. Overall winner in 1929, also entered in 1928.

Tyee Scout—50 foot, Hall Scott—Owned by the Seattle Seat Scout division of the Boy Scouts of America. Seattle Yacht Club.

Mary-Mar-Ann—47 foot, Hall Scott—Owned by Frank J. Seidelhuber of Seattle Yacht Club. Winner in large class in 1929.

Helmack—40 foot, 65 h.p. Kermath—Owned by Charles P. McElroy.

Argosy—65 foot—100 h.p. Western Wright—Owned by Dr. E. A. Rich of Tacoma Yacht Club. Entered in 1928.

Octoo—45 foot—40 h.p. Palmer—Owned by Joe Long of Tacoma Yacht Club.

Comet—40 foot Cruiser—Owned by Frank L. Baker. Commodore of Tacoma Yacht Club.

Kittiwake—40 foot Cruiser—Owned by Walter Draham. Commodore of Olympia Yacht Club. Entered in 1929.

Winnifred—42 foot—Lathrop Engine—Owned by Adolph Schmidt of Olympia Yacht Club. Winner in large class in 1928.

Buccaneer—45 foot Dream Boat—Owned by William Reed of Shelton, Seattle Yacht Club.

Zize—25 foot—100 h.p. Gray—Owned by Charles Blanc of Seattle Yacht Club.

YACHT DIESEL EXHIBITED

The new 120 h.p. 6 cylinder yacht and cruiser type full diesel engine displayed by the Atlas Imperial Diesel Engine Company of Oakland was a center of attraction for all those interested in this type of power during the entire run of the Chicago Motor Boat Show.

The Atlas booth had a continuous stream of visitors, all eager to inspect the new motor and to learn of its many advantages for their vessels. While this pioneer company has been noted for the excellence of its products, which heretofore have been of the larger types, the new model, we understand, is the result of their long experimentation, research and design to obtain a real full diesel engine for the smaller types of yachts and cruisers.

The engine of the 6 cylinder size is rated 120 h.p. at 650 r.p.m., 7-inch bore and 8½ inch stroke and designed to swing a 40-inch propeller at that speed. Among its features are a large crankshaft to eliminate all vibration. Cylinders are en bloc with removable liners.

The fuel system is the Atlas Imperial Common Rail type as perfected by them, with constant pressure fuel injection. All fuel valves are mechanically operated and governor controlled.

It was remarked that with its new enclosed features, completely covering all working parts and designed to render the engine noiseless and oil proof, that it remained at the same time extremely accessible. The cover plates and hoods were all of polished aluminum and viewing the engine with its gleaming brass, and other polished surfaces, it could easily be seen how an engine room containing it could be easily maintained as a thing of beauty and a show place.

The booth of this company was attended by Ralph S. Lorimer, H. F. Nissen and Gerald J. Brusher from the Atlas Imperial Diesel Engine Company and they all expressed themselves as being highly gratified with the results of the show, particularly as conclusive of the trend of yachtsmen in general toward the Diesel engine.

(*Continued on page* 132)

Advertising index will be found on 3rd last page

See the Leading BOATS and MOTORS

On Display at the

MOTOR BOAT MART

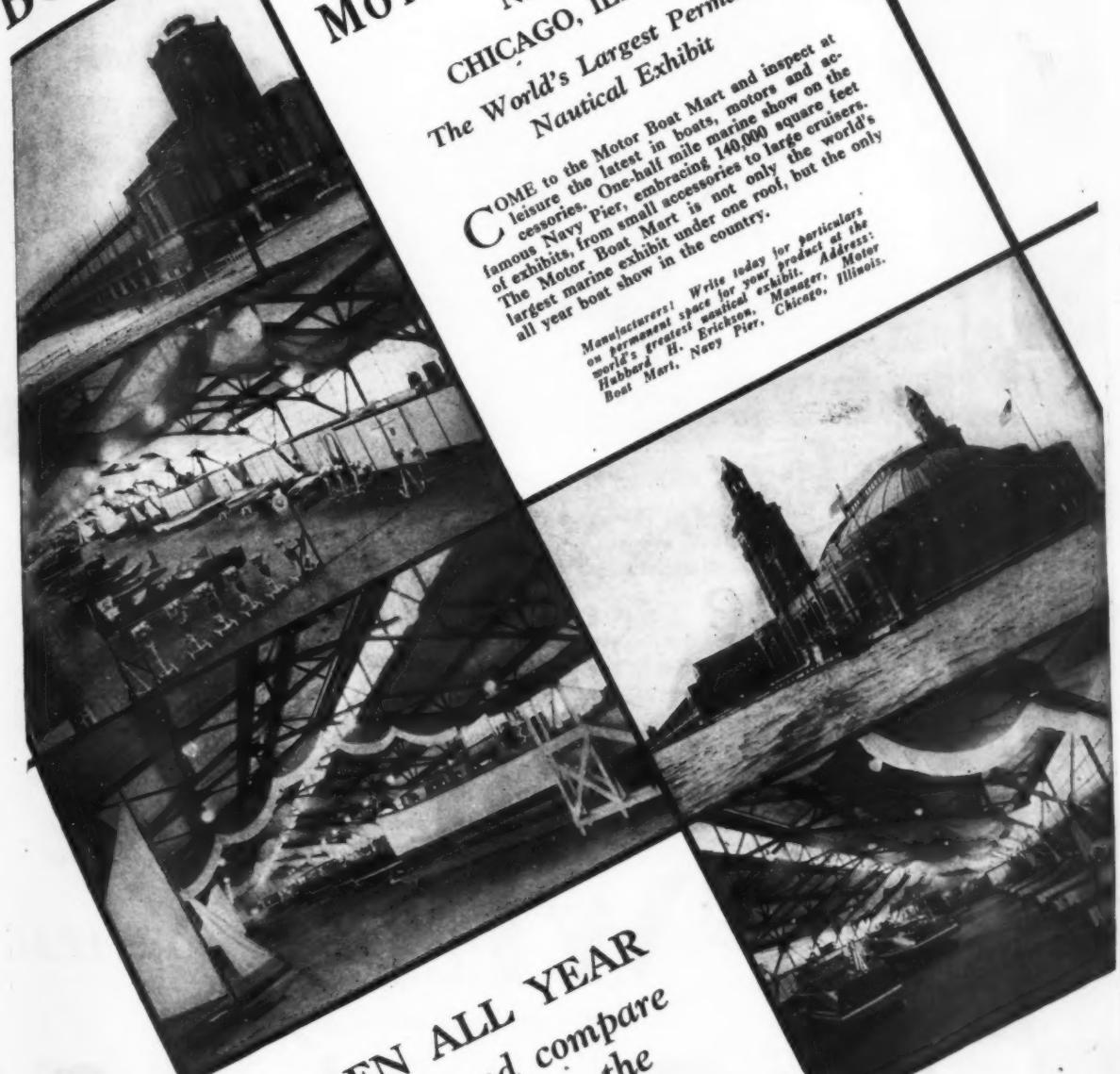
Navy Pier

CHICAGO, ILLINOIS

The World's Largest Permanent Nautical Exhibit

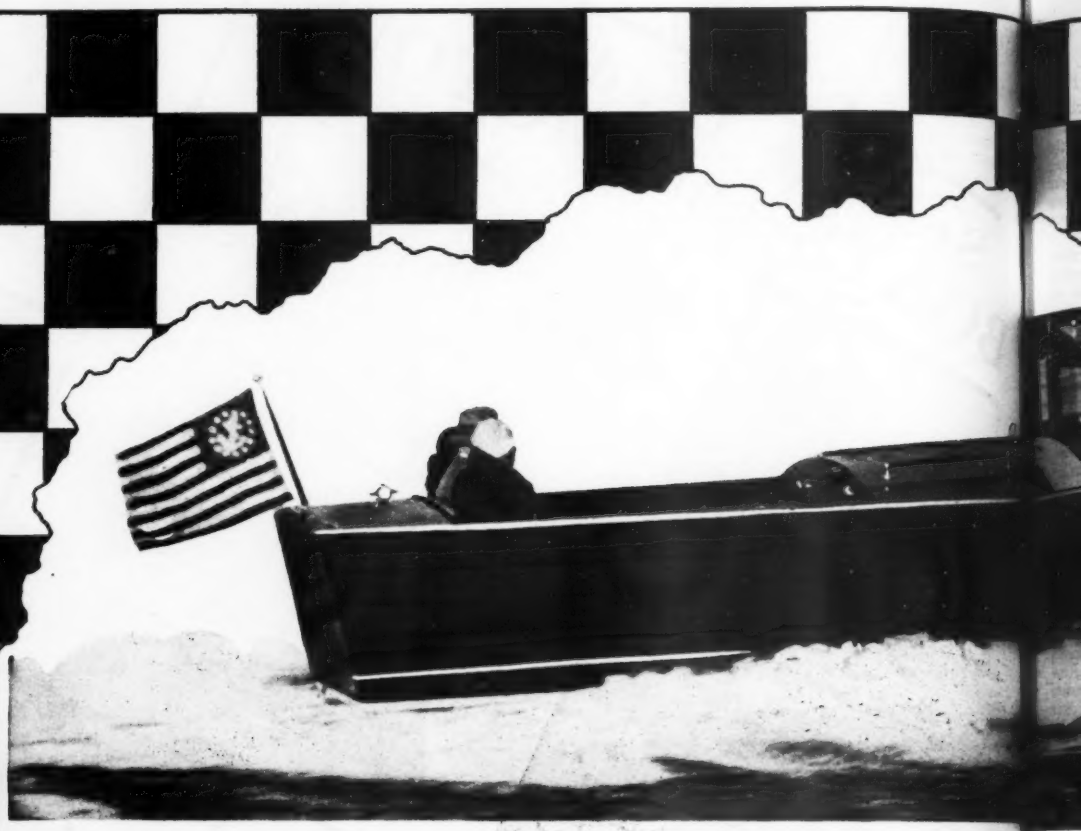
COME to the Motor Boat Mart and inspect at leisure the latest in boats, motors and accessories. One-half mile marine show on the famous Navy Pier, embracing 140,000 square feet of exhibits, from small accessories to large cruisers. The Motor Boat Mart is not only the world's largest marine exhibit under one roof, but the only all year boat show in the country.

Manufacturers! Write today for particulars on permanent space for your product at the world's greatest nautical exhibit. Address: Hubbard H. Erickson, Manager, Motor Boat Mart, Navy Pier, Chicago, Illinois.



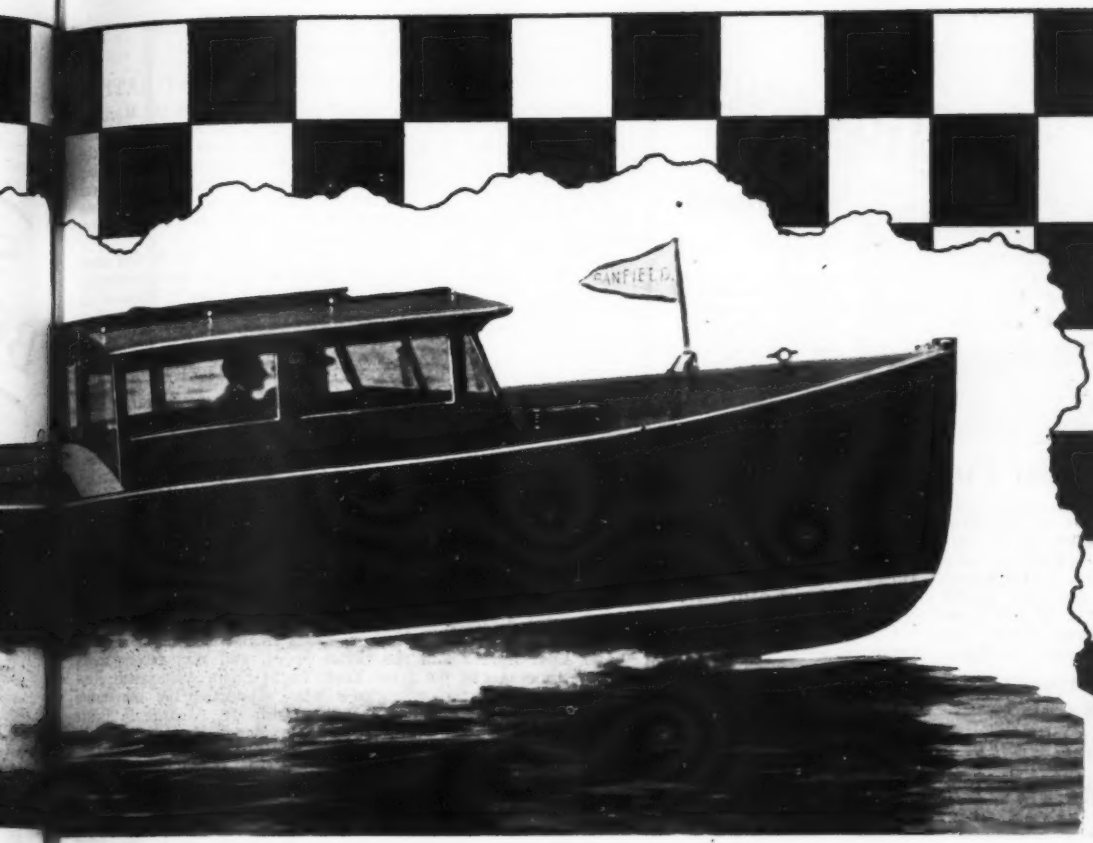
OPEN ALL YEAR

—come and compare the latest in the boating world



The Banfield "32" SEDAN WINS!

Advertising index will be found on 3rd last page



THE Banfield Sea Skiff always wins the confidence of its owners and the admiration of the boat loving public, because the Banfield is a he man's boat; the fastest in the world for its size when it comes to making good miles in rough water.

The Banfield Sea Skiff accomplishes the unusual. It rides the bounding billows and makes rough water seem smooth, giving absolute security because it never falters, but holds true to its course; yet, the Banfield is a trim little ship, graceful, comfortable and luxuriously appointed, snappy in appearance and fit for the job.

The Banfield's reputation is respected by a great number of the world's most experienced yachtsmen, whose pride of ownership has given them extra pleasure and value for their money.

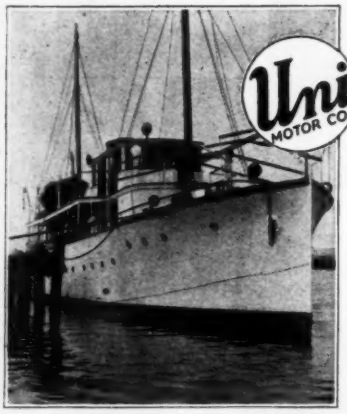
BANFIELD SEA SKIFF WORKS, INC.

Sales Offices and Permanent Exhibit

254 Fourth Avenue, New York City

PLANT:
ATLANTIC HIGHLANDS, N. J.

LARGEST BUILDERS OF
SEA SKIFFS IN THE WORLD



Universal MOTOR CO.

equipped

"Infanta", built by Craig Shipbuilding Co., Wilmington, Cal., for Mr. John Barrymore. Equipped with Universal Electric Plant—and Universal-powered tender.

Light For The Stars

Universal sureness and smoothness of electric power are assured the eminent star of stage and screen, Mr. John Barrymore, on his new yacht "Infanta". A 7½ KW Universal Electric Plant was selected not only for lighting but to supply current for an unusually large number of electric appliances, such as electric range, fans, heaters, curling irons, and other conveniences.

Complete catalogues upon request.

UNIVERSAL MOTOR CO.
210 Harrison St. Oshkosh, Wis.

3 New Series

The Flexifour—1½, 3, 4 and 5 KW
The Super-Four—7½ and 10 KW
The Six Cylinder—10, 15 and 20 KW

NATIONAL
STREAMLINE RUNNING LIGHTS

Poweray Searchlight

Fig. 831

with outside accessible rebulbing feature

Fig. 770-C Fig. 514-C

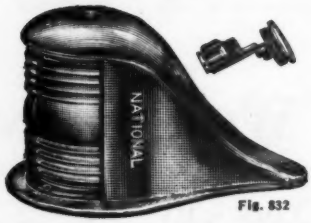


Fig. 832

We manufacture a complete line of Poweray and Lebby Searchlights, running lights and cabin fixtures, outboard specialties and marine type electric house fixtures. Ask for National Marine Products at your dealer. Look for the trade mark. Write for circular on marine fittings to Dept. G.

The NATIONAL MARINE LAMP COMPANY
FORESTVILLE, CONN., U.S.A.

YARD AND SHOP

(*Continued from page* 128)

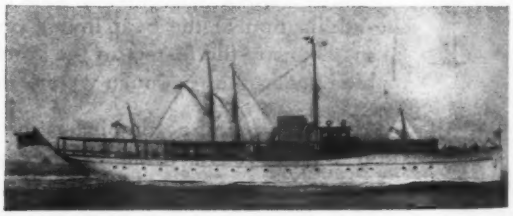
GOODYEAR YACHT BUILDING AT BATH

According to a recent announcement by Joseph A. MacDonald, president of Henry J. Gielow, Inc., naval architects and marine engineers, a contract has recently been placed with the Bath Iron Works at Bath, Maine, for the construction of a big steel twin-screw yacht of cruiser type for Frank H. Goodyear of Buffalo. Delivery is scheduled for March 1, 1931. When completed Mr. Goodyear and his guests will use the boat on a West Indies cruise during the spring.

The yacht is 156 feet in length which will be 31 feet more than Edsel Ford's new yacht, plans of which were announced not long ago. Mr. Goodyear's boat will have a beam of 26 feet, a partly ram bow and a cruiser stern. On the main deck there will be a continuous steel deckhouse.

A BILL FOR A CLEANER HARBOR

New York yachtsmen were surprised recently to learn that a bill which they expected would be passed by Congress, providing a means of prosecuting persons responsible for discarding logs and other dangerous refuse in New York harbor waters, had met with objection on the part of War Department engineers. The bill, supported by United States Attorney Tuttle and drawn by Assistant Attorney Mildberger, was introduced in Congress by Representative Griffin of the Bronx. The understanding was that the bill was to have been reported for passage by the Rivers and Harbors Committee, and the Yacht Owners Association has asked all persons who might be interested in the bill to write the Committee requesting it to be voted out of committee at once. The proposed legislation would clear the waters of New York Harbor, Long Island Sound, the Hudson and East Rivers and the ocean front, and was recommended some time ago by the New York Yacht Basin Association. Representatives of the committee who supported the movement, which included Junius Spencer Morgan, Jr., George F. Baker Jr., Walter P. Chrysler, George M. Pynchon, Marshal Field, Grover Loening, Sherman Hoyt, Sherman M. Fairchild, Colgate Hoyt, and William B. Bell, attended several sessions of the Rivers and Harbors Committee in Washington at which they brought out the fact that New York Harbor is the only one in the country lacking adequate legislation to control the menace of throwing driftwood and other obstructions in the harbor waters, presenting a very serious source of danger to small craft.



Elda, a product of the skillful designing of Cox and Stevens and Defoe workmanship

SARASOTA'S ANNUAL TARPON TOURNAMENT

Each year the Sarasota Anglers' Club, of which Powel Crosley, Jr. is president, promotes an annual tarpon tournament, and has scheduled the date this year for May 9 to July 15 inclusive. In preceding years many anglers from all parts of the country have participated in this tournament and this year it is intended to make the event truly national in scope. Many yachts now in southern waters will put into Sarasota Harbor during the tournament in order that their party may engage in this wonderful sport. In addition to many cups, trophies and fishing tackle prizes, a list of cash prizes for tackle of various weights has been posted.

A bonus of $200 to the angler and $150 to the guide is offered in addition to the list of cash prizes for the largest fish caught during the tournament regardless of the weight of tackle used. Special prizes will also be offered for the ladies.

The tarpon, as is generally known, is one of the largest and sportiest of the game fish taken on rod and reel. The waters off Sarasota County offer what is perhaps the best fishing grounds in the world for catching these fish during the weeks covered by the tournament. A cordial invitation is extended to yachtsmen to participate and further particulars may be secured by addressing the secretary of the club.

(*Continued on page* 136)

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Contents

Mobiloil Prize Winners
An Ounce of Prevention
Operating Precautions
The Outboard Motor
Outboard Motor Troubles
Diesel Engines
Surface Ignition Oil Engines
Navigation and Equipment Information

What every motorboat owner should know

What's wrong

when your engine suddenly overheats?
when it lacks power?
when it goes dead?

PROBABLY

1. Trouble in lubrication or cooling system.
2. Excessive carbon deposits.
3. Improper carburetor adjustments.
4. Retarded spark.
5. Incorrect valve or ignition timing.
6. Stuffing box too tight.

But, it might be any one of a number of other common difficulties, easily avoided—all of which are thoroughly explained in "Shove Off," the Vacuum Oil Company's new handbook for motorboat owners.

Read what the world's leading specialists in scientific lubrication have to say about the proper care and efficient operation of motorboat engines. You'll find "Shove Off" packed with handy information on every engine problem.

We will gladly send a copy free of charge.

GARGOYLE

Mobiloil

MAIL THIS COUPON *Now!*

Vacuum Oil Company, Marine Sales Dept. B-6,
61 Broadway, New York City.

Please send me without obligation a copy of your new motorboat booklet, "Shove Off."

NAME _____

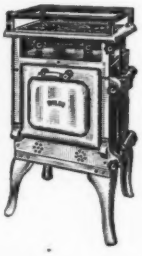
ADDRESS _____

CITY _____ STATE _____

WILCO "BLU-FLAME"

Safety Cooking Gas

The combination of a WILCO Safety Gas Cook Stove and the Improved "Blu-Flame" system offers the yachtsman every convenience now enjoyed in the modern home.



With this system on your boat all the delicious menus now prepared in home kitchens can be served quickly, tastily, economically and in coolest comfort.

10 models meet every requirement

KUHLS

Simplifies Handling Outboard Motors

For Club Floats Service Stations Private Docks Race Meets

The STURGES OUTBOARD Motor Hoist

will easily and quickly raise or lower your motor into place and simplifies the problem of attaching or removing it from the boat with absolute safety. Essential for handling large outboard motors. With the Sturges Outboard Hoist you can launch your boat and attach the motor without assistance or strain and in less time.

The Sturges Hoist may also be installed on your cruiser to handle the dinghy. Strongly constructed and designed to lift loads up to 400 pounds with ease. Also Sturges Anchor Hoists, Sturges Dinghy Line Controls, and Sturges Jiffy Mooring Snaps.

Combination Coverall and Life Preserver Suit

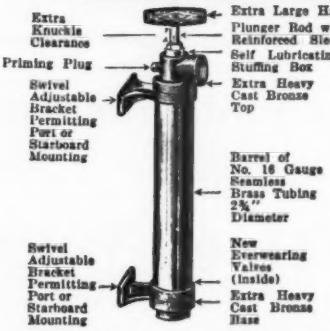
"UTE BUOY"
Washable Life-Preserver Suit

Made of durable herringbone drill (not waterproof) in one-piece style, in white color only. Entire suit is triple needle stitched throughout and bar-tacked at important seams. Hookless Fastener all the way down front. The life-preserver feature is accomplished by means of two compartments on each side in front and one large compartment in back, holding in all eight tubes of rubber filled with finest quality Kapok. These rubber tubes are vulcanized and easily removed for laundering purposes. The compartments are so arranged as to allow plenty of freedom of movement. Kapok cannot come in contact with water. A double purpose garment, as this suit eliminates the use of any other life preserver.

PRICE $15.00

Come in and let us fit you to a UTE, or send us your check and measurements and we will ship you a UTE postpaid. Sizes: Small, Medium, and Large. Extra Large 10% extra.

Live Dealers Should Write for WILLIS' DISCOUNTS


Extra Large Handle
Extra Knuckle Clearance
Plunger Rod with Reinforced Sleeve
Priming Plug
Self Lubricating Stuffing Box
Swivel Adjustable Bracket Permitting Port or Starboard Mounting
Extra Heavy Cast Bronze Top
Barrel of No. 16 Gauge Seamless Brass Tubing 2¾" Diameter
Swivel Adjustable Bracket Permitting Port or Starboard Mounting
New Everwearing Valves (Inside)
Extra Heavy Cast Bronze Base

"Wilco" Improved *Bilge Pump*

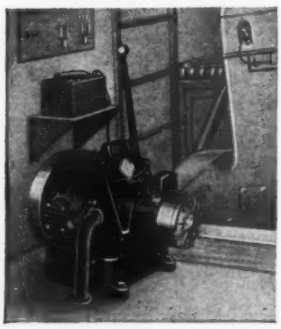
A "Wilco" specialty—this popular bilge pump is widely imitated but absolutely unequalled. Built to stand hard usage and absolutely fool proof—nothing can get out of order. 1¼ in. supply, 1½ in. discharge. Length 23 in.

PRICE $8.50

ELECTRIC LIGHTS ALWAYS

with this independent

BRANFORD LIGHTING PLANT



A powerful little gasoline motor direct connected to an efficient generator. Weighs only 50 pounds. Requires only one small storage battery. Quickly installed anywhere. Will keep starting and radio batteries always charged and operate small pump and galley conveniences. An ideal independent source of electricity for small motor boats, sail boats and house boats.

PRICE, 6-Volts $10
12 Volts 14

Recommended

EJ WILLIS EQUIPMENT

112-Page Catalog Free

85 CHAMBERS STREET · NEW

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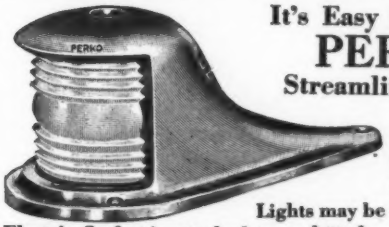
The new 1930 M2 Maxim Silencer for motor boats silences exhaust noises without creating back pressure. Simple to install. Standard sizes, 1½" to 4".



It's Easy to Rebulb PERKO Streamline Lights

Without disturbing the fixture the bulbs in "Perko" Lights may be easily changed. Electric Socket is attached to a slotted flush cap quickly unscrewed. Socket is set in a swivel holder preventing twisting of wires. Graceful Streamline design, beautiful cast bronze, Combination, Side and Bow Lights for Classes 1, 2 and 3 boats. See them at Willis.

Illustrating removable socket for changing bulb

Quality Fixtures

For eighty years Sands Marine Plumbing Fixtures have enjoyed recognized supremacy.

INSTALL THIS HANDSOME LAVATORY

This popular 14-in. Vitro-adamant Sands Fixture is just a nice size for the average cruiser. Its graceful design and beautiful finish will please the most exacting buyer.

Willis' price, with nickel plated brass basin pump and fittings **$31.25**

SANDS PLUMBING FIXTURES

KAPO Safety Coat

6 TIMES MORE BUOYANT than CORK

Made especially for the motor boat trade and wherever a life preserver is required that will fit snugly to the body, permitting a coat to be worn over it. Made in four sizes; cover is khaki, strongly sewed and well finished. Filling is kapok, a silky downy vegetable fibre of exceptional life and resiliency, absolutely non-absorbent and its buoyance is 25 to 1 or six times greater than cork.

Size Nos.	Chest, Inches	Price
1	24 to 30	$6.00
2	32 to 36	6.50
3	38 to 42	7.00
4	44 to 48	8.00

Wears and Washes Well. One Trial Will Convince.

Kirby Paints

They are the lowest priced reliable paints obtainable.

Copper Bottom Paints, Flat Yacht White, Gloss Warship Gray, Gloss Deck Paints, and Engine Enamel always in stock.

Famous with Three Generations of Yachtsmen

GUARD AGAINST FIRES AND EXPLOSIONS

by installing the

"WILCO"

Ventilating System

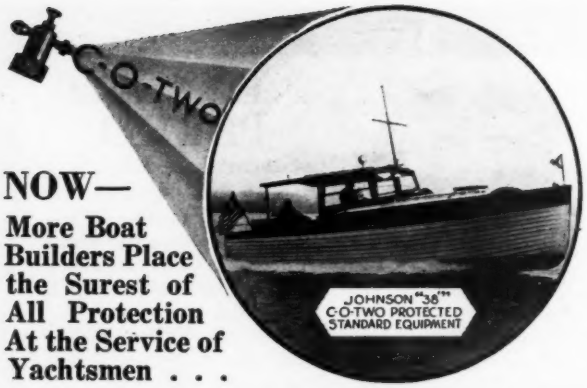
Expels dangerous, nauseating gasolene vapor from engine room and bilge, and keeps the galley and cabins cool and sweet.

Requires little current, and can be mounted through deck, or cabin top.

Write for descriptive circular

and Sold by LISCO HEADQUARTERS

YORK · 67 READE STREET *Established 1888*



NOW—

More Boat Builders Place the Surest of All Protection At the Service of Yachtsmen . . .

THE U. S. Coast Guard, great industrial companies, fire departments and yachtsmen have long realized that C-O-TWO offers absolute fire protection at a cost so low as to make experimenting with other methods an unwise hazard.

"The C-O-TWO AUTOMATIC SYSTEM" (with separate remote manual control) is the original and first automatic fire extinguishing system employing the use of harmless C-O-TWO Gas. The equipment may be used on the smallest runabout or the largest yacht. A booklet and price list will be sent on request from factory or nearest representative.

C-O-TWO FIRE EQUIPMENT CO.

3700 Mines Ave., Los Angeles, Calif.

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NEW YORK, N. Y. — A. WILLIS CO.
BOSTON, MASS. — WALTER K. SCHMITT CORP.
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WILMINGTON, CALIF. — BYRON-JACKSON and GALVAN
SAN DIEGO, CALIF. — GLEN FINDLEY
VANCOUVER, B. C. — BOEING AIRCRAFT, LTD.

THE BEST

is none too good

***for* YOUR BOAT**

SILVER SUDS

TRADE MARK

Marine Cleanser

CLEANS INSIDE AND OUT. IT IS THE

PERFECT PAINT CLEANER

Restores original finish without harming surface.
Unsurpassed in Engine Room. Removes grease instantly.

Whitens Canvas, Cleans Sails and Removes Mildew
1 qt., 75c.; 1 gal., $2.00; 5 gal., $7.50
Packed in cans. F.O.B., Phila., Pa.
Send for free sample

SILVER SUDS MFG. CO.

829 North 19th Street, Philadelphia, Pa.

Established 1896 **Dealers and Distributors wanted.**

SILVER SUDS MARINE CLEANSER

YARD AND SHOP

(*Continued from page* 132)

DETROIT'S FIFTH HARMSWORTH REGATTA

In its fourteenth annual regatta, Detroit will stage this fall its fifth contest for the British International Trophy since it was won by Gar Wood in 1920. Likewise, it is the fifth time that the Harmsworth Trophy event has been run on fresh water, as the races prior to Commodore Wood's 1920 victory at Cowes had all been run on salt water. England this year will be represented in the Harmsworth for the first time with a full team of challengers, although it is the fourth time that England has been the challenging country. In other years they have pinned their hopes of lifting the trophy on the success of a single boat and France also made a single attempt with one challenger in 1926, but with little success against Wood's fast Miss Americas. Besides having a better representation, England is also making more elaborate preparations this year and proposes to have its contenders in this country in racing trim long before the regatta is run. This should mean that their chances for success will be considerably better than in former years. According to present reports the team of English challengers will be composed of Sir Henry Seagrave's Miss England II, Miss M. B. Carstairs' Estelle IV and Estelle V and perhaps a fourth entry owned by Hubert Scott-Paine. It is expected that Miss England II will arrive in Detroit ten days prior to the date set for the contest.

Miss England II is, at the time of this writing, practically ready for trials. Her designer is Frederick Cooper, who drove Miss Carstair's entry in the 1927 Detroit News International Regatta, in which he annexed second place. Construction of Segrave's challenger was carried on under Cooper's supervision. As evidence of the accuracy of Cooper's work it is reported that when Miss England's hull was completed, the weight varied from the estimated figure less than one percent. The center of gravity missed the calculated point by only two inches. For power she will carry two Rolls Royce Schneider Trophy type engines and when installation is complete test runs will be made on Lake Windermere. While this is the third time that Sir Henry has run against Gar Wood's Miss Americas, it will be his first experience in a Detroit regatta. His former attempts with Commodore Wood have met with success due to difficulties encountered by Wood in both races. At Miami Beach, failure of a steering gear was responsible for the defeat and the second time at Lido last fall Phil Wood and Orlin Johnson unfortunately capsized.

Miss Carstair's Estelle IV is expected in this country within a short time, being shipped to Gravenhurst, Ontario, where trials will be conducted during July and August on the Muskoka Lakes. The new Estelle V will follow as soon as completed and test runs under fresh water conditions for both boats will be made at Gravenhurst. The weight of Estelle IV's hull has been materially lessened as the original plans called for three engines and this year only two motors will be carried. Estelle V will be a 28-footer and her two supercharged Napier-Schneider Trophy type engines are expected to develop a total of 2600 h.p. Following Gar Wood's practice, the Napiers will carry open exhaust stacks to hamper the motors as little as possible in the development of their tremendous power.

Gar Wood's preparations are going ahead more or less secretly and little is known at the present time of his exact plans. However, if the results of previous contests may be considered a criterion, spectators at the regatta will undoubtedly be treated to a rare exhibition of speed. The hundred mile mark has been Wood's goal for some years and with a clocked run of 96 miles an hour to his credit already, predictions are being made that he will break that mark. America, as usual, will undoubtedly be represented by a full team, with several of the other Miss Americas backing up number VIII.

There is a bare possibility that Italy will send one challenger for the Harmsworth Trophy and an attempt will also be made to have England send half a dozen of their 5¼-liter boats to compete with American entries in the Detroit News Trophy. The Yachtsmen's Association of America and the Gold Cup Committee will also try to bring a number of outboard racers from Europe for the purpose of staging an international outboard contest at Detroit.

GARMENT COMPANY MOVES

The Utility Garment Corporation, manufacturers of Ute waterproof suits and Ute Buoy, a combination coverall and life preserver suit, announce that David Garretson has become associated with them in an executive capacity.

Due to the increased demand for their garments, which are not only popular in the boat field but which are also sold extensively in many other branches of the sporting goods and industrial field, the company has recently moved to newer and larger quarters at 421-425 Arch Street, Philadelphia, Pa.

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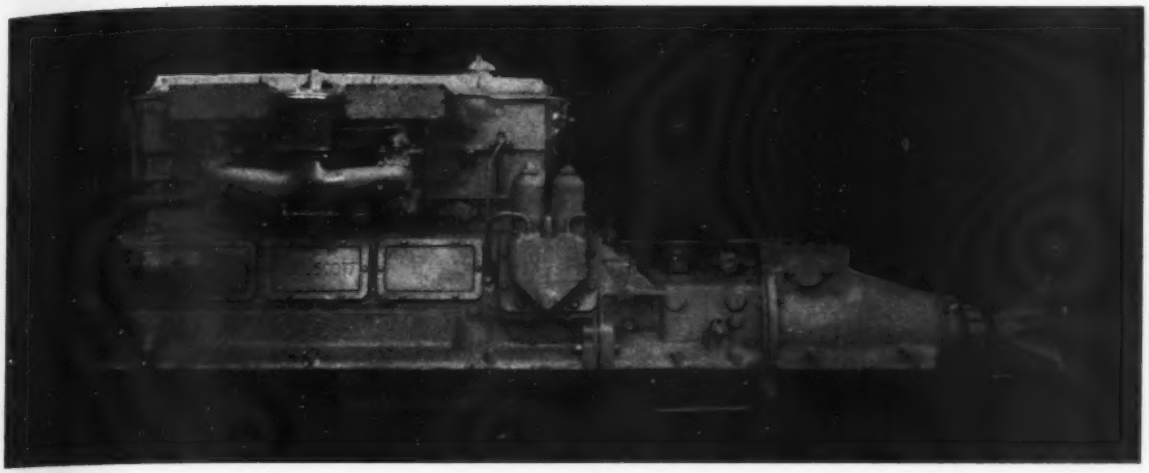


Model HD, 175 h.p., with Hall-Scott double reduction gear. Optional gear ratios, 5:1 and 7:1, giving 360 and 256 r.p.m. of the propeller shaft at 1800 r.p.m. of the engine.

This new double reduction gear brings Hall-Scott's advantages to the largest cruisers and yachts!

There isn't any questioning the advantages that the Hall-Scott engine, driving through the Hall-Scott reduction gear, gives you! Compared with direct drive engines of equivalent thrust, your first cost is less, your fuel consumption is less, the room taken up by your power plant is less. Besides this, you have a more flexible, more dependable, steadier power.

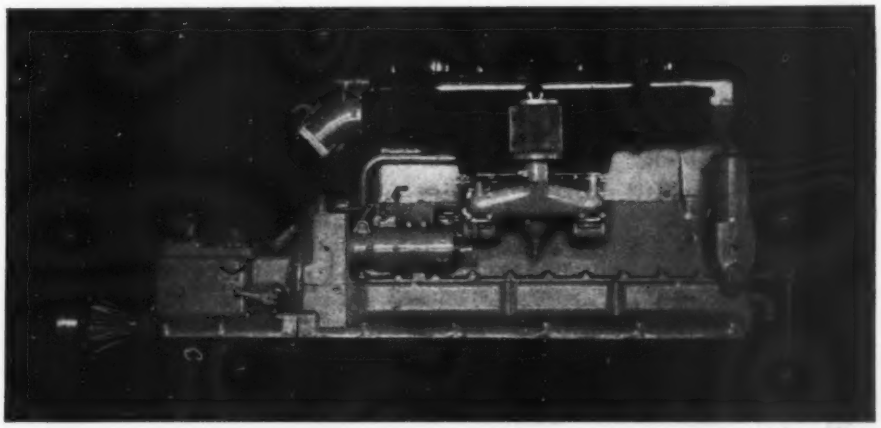
With the new Hall-Scott Double Reduction Gear, this superior power is now available for the largest cruisers and sailing yachts. This new Hall-Scott development provides a *double* reduction, through a silent internal gear, giving a propeller shaft reduction of five to one, or seven to one, with a corresponding increase in thrust.

Of particular interest to owners of sailing yachts is the fact that the Hall-Scott gears provide a positive neutral, so that a feathering propeller is unnecessary.

The engines shown here are only two of a large group. We would like to tell you exactly what Hall-Scott will do for your boat. When you write, please mention both size and type.

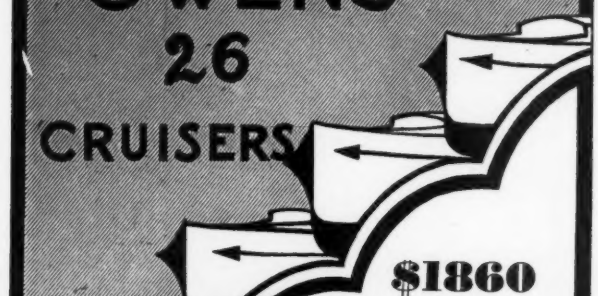
HALL-SCOTT MOTOR CAR COMPANY Division of American Car and Foundry Motors Company • • 217 West Fifty-Seventh Street, New York City

Distributors for Long Island: *Freeport Boat and Engine Co., Foot Cornwall Avenue, Baldwin, L. I.*



Model HSR-6 100 h.p., with Hall-Scott single reduction gear. Optional gear ratios, 5:1 and 3:1. Illustration of engine shows new one-piece hot spot intake and exhaust manifold, dual marine type carburetors, and special air intake manifold.

OWENS 26 CRUISERS



$1860

THE proudest yachtsman may well praise this cruiser of 26 feet, find built into her the quality, fine materials and comforts of yachts selling for over a thousand dollars more.

Fast, up to the minute, equipped for every comfort, including berths, galley, toilet and lots of real privacy this cruiser is mahogany over white oak framing with bronze fastenings throughout. Speed 16 miles per hour. Equipped with 44 h.p. Gray Motor.

An unusual sales plan offering the boat direct from builder to you places it well within your reach.

Only a few more left for quick delivery — who will get them? Write for particulars or visit our factory.

Owens Boat Co.

Annapolis Maryland

Modernize Your Boat with a MORSE REDUCTION GEAR

A Morse Straight Line Reduction Gear will give your boat more speed and maneuverability, together with lowered maintenance and operating costs. Power at the propeller is increased and vibration is materially lessened. These gears are the ideal equipment for modern type power plants.

Morse Straight Line Reduction Gears are available for both Diesel and slow speed gas engines, as well as the higher speed motors. Installation drawings, and complete information will be mailed free upon request. Please state size and type of power plant when writing.

Photograph showing relative size of two new heavy-duty Morse Reduction Gears.

Morse Chain Co.

7601 Central Ave.

Detroit, Michigan

MORSE

REDUCTION GEARS

YARD AND SHOP

(*Continued from page* 136)

REDUCTION GEAR EIGHT FOR CRUISER POWER

One of the popular cruisers exhibited at the recent Detroit Motor Boat Show was the Wheeler Playmate 33 powered with a Universal Eight-115 h.p. motor.

The accommodations in the boat include large forward cockpit, clothes closet and bureau in the forward cabin, upper and lower berths for four, large size toilet and galley. Following this is the semi-enclosed bridge fitted with side and back curtains, after cabin with full head room, with hanging space for clothes, two large size berths with bureau between. The after deck is railed with brass stanchions and mahogany cap rail and spray cloth.

The equipment is most complete for a boat of this type. The boat has ample beam, is very comfortable and dry in a sea.

Powered with a Universal Eight reduction drive motor, this double cabin cruiser is capable of 16 to 18 miles per hour

A Universal Eight—115 h.p. motor gives remarkable performance in the Wheeler Playmate 33

GOLD CUP REGATTA LARGEST IN EAST

THE Twenty-eighth Gold Cup Regatta, according to the very extensive plans which have already been formulated for this annual event, will this year be by far the largest Motor Boat Event in the East, if not in the entire country. Based on the number of major events scheduled and the number of contestants in all classes of speed boat racing, Red Bank will undoubtedly rank in first position but there is a possibility that the Harmsworth Trophy Race at Detroit may draw a slightly larger crowd because the race course is visible from the very center of the city.

First in Red Bank's schedule of events is of course the three 30-mile heats for the famed Gold Cup which has been raced for 27 times prior to this year, since the first race held in 1904. This trophy, aside from being the oldest American Power Boat Trophy, is probably the most famous as a great many of the features incorporated in Gold Cup boats of past years have later been adapted to standardized speed boat uses. This year's Gold Cup Race will be defended by Richard Hoyt, whose Imp won the cup last year. It is quite probable that Imp will again carry the colors of the Columbia Yacht Club which is incidentally the original donor of this famed trophy. The contender will be Red Banker which is now being built by Commodore Gerald C. Holbrook and Joseph E. Banfield, both members of the Red Bank Yacht Club under whose colors she will race. While no details covering the new contender are available, it is known that lapstrake Sea Skiff construction will be used, and that the boat will be powered with a Packard Gold Cup Motor. While it is too early to forecast the number of entrants, present indications point to several new craft this year.

Next in order of importance and ranking next to the Gold Cup in spectator interest will be the National Sweepstakes for the new Trophy offered by the Red Bank Yacht Club. The American Power Boat Assn., for some time had felt the need of a new racing class that would not be limited by the restrictions of the Gold Cup Class but which at the same time would not have the absolutely unlimited restrictions of the Harmsworth Trophy which has resulted in boats being equipped with as many as four Liberty Motors with a combined horsepower of 2200, placing the cost of such boats well beyond the figure that most sportsmen would be willing to spend. There are already a large number of speed boats eligible for this race which could not qualify for a Gold Cup Event. In addition all Gold Cup Boats, 151 hydroplanes, 335 hydroplanes, and even outboards, are eligible

(*Continued on page* 140)

Advertising index will be found on 3rd last page

DEPENDABLE

Photograph by Rosenfeld, N. Y.

Whether your motor boat requires the simplest electrical fitting or the newest complete double-ignition system—Auto-Lite offers utmost dependability.

Mariners and manufacturers of marine engines give particular thought to the selection of such important and vital units as the electrical system. They want to be sure that this unit is of highest quality and is dependable. That is why such a large number of motor boats are Auto-Lite equipped.

At every port of importance, you will find efficient Auto-Lite specialists in starting, lighting and ignition. The Electric Auto-Lite Company. Office and Works: Toledo, Ohio . . . . Also Makers of Dé Jon

AUTO-LITE

STARTING - LIGHTING AND IGNITION SYSTEMS

SAFE...DEPENDABLE...

EVERY BOAT OWNER WILL WANT A STERNO MARINE STOVE...

Does away with all wicks, priming cups and liquid fuel. Uses Sterno Canned Heat. *Does not liquefy. Burns solid.* Absolutely safe in roughest weather. Insurance officials say it reduces fire risk to minimum. Sturdily constructed. Enameled to prevent rusting. Size, two burner as illustrated, 19¾" x 10" x 10". Retail price, two burner, $10.00. See it at your dealer's today or address—

THE STERNO CORP., 9 East 37th St., New York City

The

KOLSTER RADIO COMPASS

for

YACHTS and SMALL CRAFT

Dr. Kolster operating his yacht type Radio Compass

Reduction in Price

HAS a normal range of 50 miles and is as accurate in thick or stormy weather as in clear weather. Suitable for vessels as small as 40-footers.

This radio compass is the last word in navigation aids. KOLSTER radio compasses are used throughout the world by many governments including 8 departments of the U. S. GOVT. and yacht owners everywhere.

Write for details, including prices and the many uses to which this compass can be put.

Manufactured, sold and serviced by

FEDERAL TELEGRAPH COMPANY

10700 Helena Ave. CLEVELAND

625 Market Street SAN FRANCISCO

YARD AND SHOP

(*Continued from page* 138)

so that this race would prove to be a most interesting one for contestants and spectators alike. The Deed of Gift whereby the Trophy for this event is donated by the Red Bank Yacht Club carries with it the stipulation that a National Sweepstakes race shall be held annually at Red Bank, N. J. In this way should the Gold Cup be taken away from the Eastern waters by some midwestern or western entry, Red Bank is assured of a huge Regatta to be held on the North Shrewsbury River every year. As time goes on this National Sweepstakes race will undoubtedly rank with the Gold Cup and the Harmsworth Trophy as the most famous of American motor boat sporting events.

The 151 hydroplane championship of America will be another feature of the Gold Cup Regatta, and will consist of several heats for both the limited and the unlimited class which will probably be held both Saturday and Sunday. For this Championship, the A.P.B.A. will award the famous National Trophy which is but one year younger than the Gold Cup, to the Champion. Incidentally it was a boat flying the Red Bank Yacht Club colors, named X P D N C which first won this trophy in a 100-mile race on the Hudson River in September, 1905.

Ever since the formation of the new 335 cubic inch class last autumn when Major Segrave offered to have built six of this type boat by a group of English sportsmen if a like number would be guaranteed by American sportsmen, speculation has been rife as to the time and location of the first race for the new craft. The New Jersey Gold Cup Assn., has received permission from the A.P.B.A., to hold such a race which will probably be the first time in history that this class will be seen by the general public. Invitations have already been extended by the Gold Cup Committee to Major Segrave and his colleagues as well as to the American Sportsmen who are having these boats built, to place their boats in this race.

Last but not least, the Divisional Championship for all classes of Outboards for the Middle Atlantic States will be held during the two-day regatta. These races will be the semi-finals in the sport of outboard motor boating for the Middle Atlantic States, as the entrants in these races as well as those in the Eastern Championships must have first qualified by racing during the summer in a properly sanctioned outboard race. The boats finishing in these championship races in first, second and third places in each heat are then qualified to enter the Eastern Championships preliminary to the National Championships, both of which will be probably held in Middletown, Connecticut, on October 11 and 12.

Last year nearly 200 outboards were registered for the various classes of outboard races at Red Bank and because of the greater importance of this year's races and the additional E, F and G classes of outboard motors together with the increased interest in outboards generally, it would not be surprising to see a total entry list nearing the 300 mark.

When the various races for inboard speed boats and the increased number of outboard races made necessary by the 1930 classification of drivers it will be seen that the schedule of events for this year's Gold Cup Regatta will probably exceed in number any other regatta ever held. While last year's races were run on Saturday and Sunday afternoons, because of the increased number of racing events this year, it may be necessary to race both morning and afternoon on both August 16 and 17. Last year it was estimated 50,000 viewed the 27th Gold Cup Regatta and arrangements are being made this year to take care of 100,000 spectators, ashore and afloat.

This year's Gold Cup Regatta, the same as last year's, is being run by the New Jersey Gold Cup Association, under the joint auspices of the Red Bank Yacht Club and the Columbia Yacht Club of New York. The Regatta and all events which will be held during the Regatta have been sanctioned by the A.P.B.A. and the Middle Atlantic Outboard Association, so that all records will be officially recognized.

GOLD CUP REGATTA INFORMATION

DATES—August 16-17, 1930, Red Bank, N. J.

RACE HEADQUARTERS—will be open at Molly Pitcher Hotel, August 14. Until then all information may be had from Thomas S. Field, Jr., 254 Fourth Avenue, New York, N. Y.

RULES—American Power Boat Association racing rules.

COPIES OF OUTBOARD RULES—may be obtained from George Hoehn, 201 North Wells Street, Chicago, Illinois; A. P. B. A. rules from C. F. Chapman, 959 8th Avenue, New York.

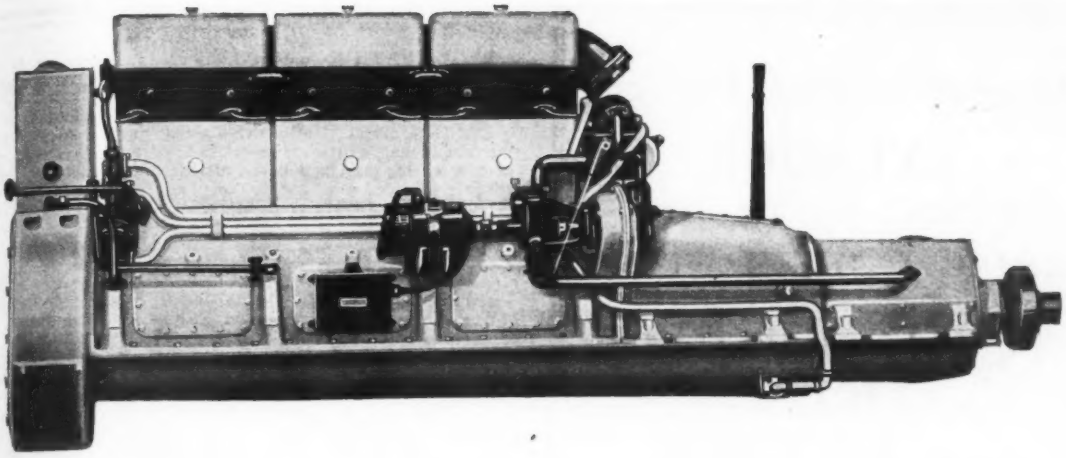
ENTRY BLANKS—may be obtained from Thomas S. Field, Jr., 254 Fourth Avenue, New York, N. Y.

ENTRIES—should be filed with Thomas S. Field, Jr., 254 Fourth Avenue, New York, N. Y., previous to August 13, 1930.

CLUB MEMBERSHIP—all owners and drivers must be a member of some club affiliated with the American Power Boat Association.

(*Continued on page* 142)

Advertising index will be found on 3rd last page



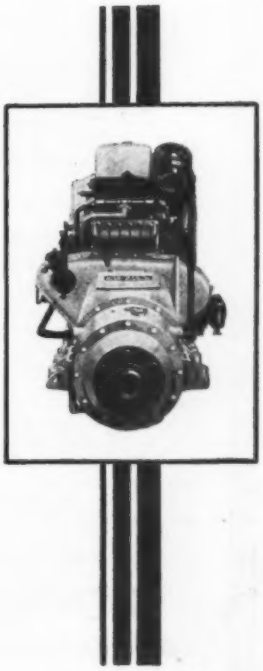
6 Cylinders-*High Speed*-Light Weight

180 H.P. BUDA M.A.N. DIESEL

WITH OR WITHOUT REDUCTION GEAR

The Buda-M.A.N. Marine Diesel is a 4-stroke cycle type of airless fuel injection. It is a full Diesel, requiring practically the same space as a gasoline engine of equal horsepower. It is of clean-cut design and eliminates accessories and drives, such as magnetos, distributors, starting compressors, etc. No preheating devices are necessary. Electric starters and generator are furnished as regular equipment.

The 180 HP engine is 6½" bore x 8¾" stroke, with Morse type reduction gear, 2½ to 1. This model develops 173 HP at 800 RPM and 180 HP at 1000 RPM. Also supplied in 4-cylinder size (6" x 8"), developing 100 HP at 1000 RPM.



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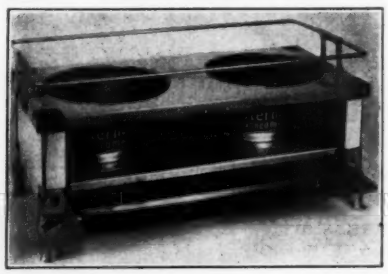


NOW YOU CAN COOK

THE stove pictured here is made by the "Sterno" Company. Its reception at the Motor Boat Show was enthusiastic. ¶ It is an ideal stove for your boat because it is small. Its fuel is cheap, clean and safe. "Sterno" fuel in tins, 25c, can be bought at almost any store, anywhere. It burns for three hours or more and is odorless. ¶ This two burner stove is nearly fool proof. It may safely be tipped upside down. It will not blow out. The fuel is not explosive or even liquid. ¶ Stove is finished in white enamel, easy to keep spotlessly clean. Has brass guard rail to keep dishes in place when boat is in motion. Dimensions are, length 20", width 11" and height 10". Price $10.00.

Dealers given substantial discount

TOPPING BROS.

159 Varick Street **New York City**

YARD AND SHOP

(*Continued from page* 140)

REGISTRATION—outboard drivers must register at race headquarters with W. E. Willis between 3:00 p. m., August 15 and 9:00 a. m. on August 16.

VISITORS—should register with Robert T. Linton.

RACING INSTRUCTIONS—giving full information as to the time of start of the various classes, starting instructions, chart of course, etc., may be obtained at race headquarters 24 hours in advance of race.

HOTEL ACCOMMODATIONS—should be reserved with Clarence A. Legg.

SPECTATORS—may make arrangements for viewing the race by communicating with Charles A. Alexander.

RACE BOAT HEADQUARTERS—(a) Gold Cup boats at Red Bank Yacht Works; (b) 151-inch hydroplanes at Red Bank Yacht Works; (c) Runabouts at Red Bank Yacht Works; (d) Outboards at C. P. Irwin, Red Bank, N. J.

BADGES—may be obtained at race headquarters.

ANCHORAGE OF YACHTS—all anchorage positions should be obtained from William J. Duncan.

PRIZES—will be presented at race headquarters on Sunday evening, August 17.

INFORMATION—during regatta may be obtained at race headquarters from Holbrook Smith, Chairman of Information Committee.

TRANSPORTATION—of race boats to Red Bank should be arranged with Charles P. Irwin, Red Bank, N. J.

INSPECTION—of boats and equipment must be inspected previous to the start of the race by Bruno Beckhard.

FUEL—arrangement for fuel, ice and other supplies may be made at race headquarters.

RACING EVENTS—The following racing events are scheduled:

1. Gold Cup Class
2. 151-inch hydroplanes, limited
3. 151-inch hydroplanes, unlimited
4. Red Bank Yacht Club Sweepstakes
5. International Class, 5½ litre
6. Stock Runabouts, Class A, Division II, not over 40 h.p.
7. Stock Runabouts, Class B, Division II, not over 60 h.p.
8. Stock Runabouts, Class C, Division II, not over 75 h.p.
9. Stock Runabouts, Class G, Division II, not over 200 h.p.
10. Stock Runabouts, Class H, Division II, not over 300 h.p.
11. Stock Runabouts, Class A, Division III, not over 40 h.p.
12. Stock Runabouts, Class B, Division III, not over 60 h.p.
13. Stock Runabouts, Class C, Division III, not over 75 h.p.
14. Stock Runabouts, Class G, Division III, not over 200 h.p.
15. Stock Runabouts, Class H, Division III, not over 300 h.p.
16. Grand Free for All, Unlimited
17. Outboards, Class B, Division II
18. Outboards, Class B, Division III
19. Outboards, Class C, Division II
20. Outboards, Class C, Division III
21. Outboards, Class D, Division II
22. Outboards, Class D, Division III
23. Outboards, Class F, Division II
24. Outboards, Class F, Division III

Smoothing down a hull with electric sanders in the Matthews plant

CRAGSTON JOINS A.P.B.A.

At a recent election, the Cragston Yacht and Country Club was admitted to membership in the A.P.B.A. The Cragston Club, newly formed, is located on the Hudson River near West Point, on the site of the old J. P. Morgan estate.

(*Continued on page* 144)

ANACONDA METALS Selected For All Four Cup Defenders

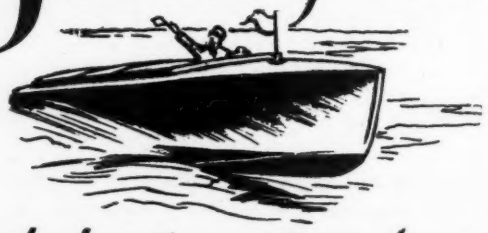
IT is significant that Anaconda Metals are used in all four candidates which will compete for the honor of defending the America's Cup. Three are plated with Tobin Bronze and the composite hull of the fourth is fastened with Everdur metal, an alloy which combines the strength of steel with the corrosion-resistance of copper.

This unanimous confidence in Anaconda Metals is a tribute to their dependability, particularly since cost was not an important consideration.

Naturally you are interested in the metals used in the boats you build or buy. Tobin Bronze and Everdur are the practically unanimous choice of leading architects and builders. The trademarks, "Tobin Bronze" and "Everdur", are registered in the United States Patent Office.

THE AMERICAN BRASS COMPANY
General Offices: Waterbury, Connecticut

OCEANS of FUN



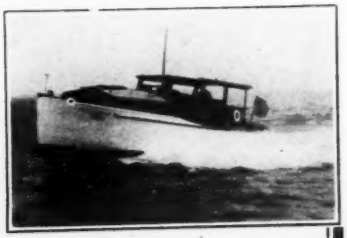
with this Sporty Runabout at one-third the usual cost

The boat you've always dreamed of owning—runabout, cruiser, outboard speedster, sailboat or most any craft your fancy desires—can now be yours for only one-third what you expected to pay. Think of it! The Brooks Plan gives you $3 worth of boat for every $1 you spend.

Here's how it's done: You send at once for catalog showing 55 different Brooks Boats—pick just the craft you want. We send it to you knocked-down. You save 2/3ds your boat money by assembling it in your spare time. Thousands are doing it every year. It's very simple. No need to be a carpenter. All you require is a hammer and a little space in your garage, cellar or yard. Have the boat you've always wanted. Send 10c today for the new Brooks catalog giving full information on 55 different models—cruisers, runabouts, speedsters, sailboats—most any craft you want.

BROOKS BOAT CO., INC.
Dept. F3
Saginaw West Side, Michigan

For quiet, efficient motor performance however long the cruise—



GROCO

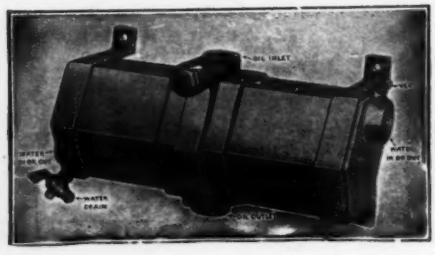
OIL COOLERS

Modern, high speed marine engines run hot—thin your oil—draw it up past your piston rings and burn it with every turn of the crank shaft.

Groco Oil Coolers automatically keep your oil at an efficient, smooth running temperature—preserve its body and lubricating properties—keep it out of your explosion chambers.

Equip your motor with a Groco Oil Cooler—just give us the name and horse power.

GROSS MECHANICAL LABORATORIES
BALTIMORE, MD.



Groco Oil Coolers are specified as standard equipment on most of the finest boats and engines.

YARD AND SHOP

(*Continued from page* 142)

THE HARMSWORTH

Before sailing from New York on the Majestic recently, George Harrison Phelps, commodore of the Detroit Yacht Club and vice-commodore of the Yachtsmen's Association of America and of the Detroit Gold Cup Committee, revealed the fact that while overseas he is, in behalf of these organizations, to complete the arrangements with Sir Henry O. D. Segrave for the latter's entry in Detroit's 14th annual international regatta, August 29 to September 1. He is also to confer with M. Panwaert, secretary of the International Motor Yachting Union, the governing body controlling international motor boat racing, regarding possible international competition in classes other than the Harmsworth, particularly for craft propelled by outboard motors.

It is understood that Commodore Phelps while abroad is to meet other prospective entrants who are preparing boats for the Harmsworth. Among these are Marian Barbara Carstairs, who has twice been a challenger for the trophy. The hull of her last year's entry, Estelle IV, according to late reports, has been rebuilt and considerably lightened. It is powered by two Napier motors operating without superchargers. Her new entry, Estelle V, carries two late Schneider Cup model supercharged Napiers.

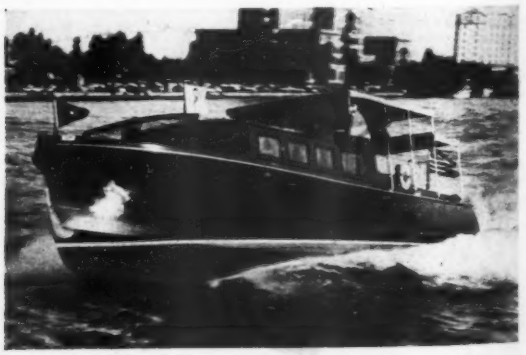
Sir Henry's new Miss England II, a 38-foot hydroplane, through the courtesy of the Air Ministry, is fitted with two Rolls-Royce supercharged Schneider Cup engines developing 2,000 horse power each, duplicates of the motor that holds the world's airplane speed record of 351 miles per hour.

Less is known definitely concerning the other two rumored entries, but it is expected that soon after arrival Commodore Phelps will report to J. Lee Barrett, secretary of the Yachtsmen's Association of America the facts regarding them. The boat Hubert Scott Payne, designer of Sir Segrave's Miss England I, is building to enter is expected to be very fast, embodying as it does the experience acquired in developing the former craft.

Secretary Lee Barrett recently received word from Marquis Del Pozo that work is being rushed on remodeling the Italian boat, Savoia, built for last year's Italian races. The Savoia, in which both the Marquis and Prince Carlo Ruspoli are interested, carries two Fiat supercharged Schneider Cup engines.

"There is hope," Commodore Phelps says, "of reviving the 5½-litre class and having competition this year for the Detroit News International Trophy. It has been reported that boats are being built for this event by Sir Henry Segrave, Hubert Scott Payne, Lord Howe and Gordon Selfridge.

"With one possible Italian and the three fastest of four British craft as contenders it seems likely that this year Gar Wood will face the boldest bid to take the Harmsworth Trophy away from America that he has ever faced since he won it in 1920 at Cowes on the Solent."



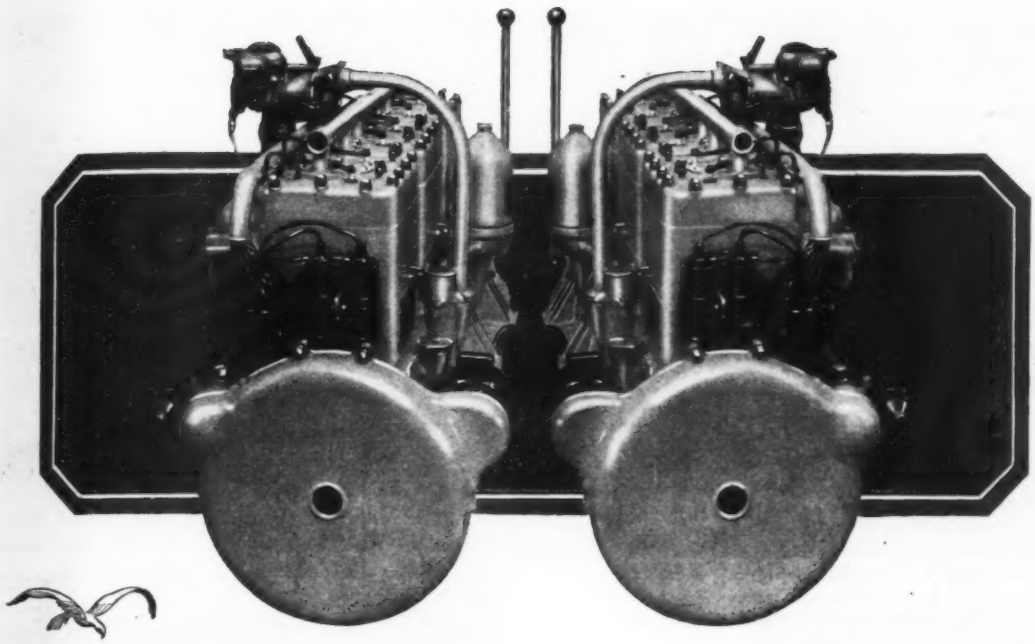
A FAST PLEASURE CRUISER

The above illustration taken at Miami Beach, Florida, recently, shows the new 40-foot single cabin Robinson Seagull speed cruiser, Ming Toy, owned by H. Dechant. Mr. Dechant is well known in the east and his home is at Newark, where he is president of the Health Products Company. During the past winter he made use of his new Seagull cruiser at his Miami home and has recently brought the boat back to its northern cruising grounds in and around New York City.

This attractive boat is identified by its natural finished African mahogany hull, standard forward riding cockpit and bridge type control. Powered with an I. M. 6 Hall-Scott motor, speeds up to 30 miles per hour are available.

(*Continued on page* 146)

Advertising index will be found on 3rd last page



"TWINS"

A dual power plant of distinction and character

NO contribution to the motor boat field has had a more popular acceptance than the introduction of the SCRIPPS Twins.

SCRIPPS Twins are individually patterned from the ground up to best perform and survive under the stresses and strains peculiar to their rotation. They are true "right" and "left"; a coordinated team perfectly matched and superbly balanced.

They bring to the operator a sense of added security that arises from the consciousness of two independent and distinct power plants at his command. They enable him to maneuver his craft with greater skill and certainty. Their cost is but slightly more, their total weight is actually less, their propeller efficiency is greater, their maintenance is but a mere fraction of that of a single motor delivering like power.

SCRIPPS Twins are available for prompt delivery in five distinct power ratings—100 H. P., 125 H. P., 150 H. P., 175 H. P. and 200 H. P. per unit—for medium duty or high speed service.

SCRIPPS MOTOR COMPANY, 5819 LINCOLN AVENUE, DETROIT, MICH.

The wide acceptance of SCRIPPS motors by so many prominent builders of standardized craft who offer them as standard or optional equipment is significant of SCRIPPS unfailing dependability.

A. C. F. *
BANFIELD
CHRIS-CRAFT*
CORSAIR "36"
DART*
GAR WOOD "40"
HACKERCRAFT*
KING SEA-SKIFFS
KYLE "43"
MATTHEWS*
MINETT-SHIELDS
ROBINSON SEA GULL
SEA LYON "40"*
STEPHENS
SUNBEAM "46"
WHEELER "PLAYMATES"*

Foreign
BRITISH POWER BOATS
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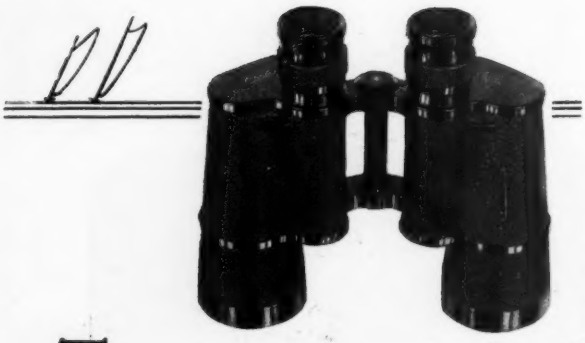
CLAUS-CRAFT (*Germany*)
CHANTIERS NAVALS EXCELSIOR
DESPUJOLS (*France*)
ORTHOLAN (*Argentine*)

*Optional

SCRIPPS

• THE MOTOR THAT CROSSED THE ATLANTIC •

SALES AND SERVICE: NEW YORK, N. Y., Holt Marine Engineering Corporation, 611 West 125th St.—BOSTON, MASS., Noyes Marine Company, 305 East Congress St.—PHILADELPHIA, PA., Marine Equipment & Supply Company, 116 Walnut St.—CHICAGO, ILL., Staugaard Marine & Supply Co., Motor Boat Mart, Navy Pier—MIAMI, FLA., J. Frank Knorr, 528 N. W. Seventh Ave.—NEW ORLEANS, LA., Arthur Duvic's Sons, 122 Chartres St.—SEATTLE, WASH., Atlas Engine Company, 69 Columbia St.—WILMINGTON, CAL., Yacht & Motor Sales Corporation.



THE Carl Zeiss "Binoctar", shown above, is the favorite of yachtsmen, and *the official binocular of the U. S. Navy.* It is a night glass of unusually high light transmitting capacity. And, with its magnification of 7x, the field of view is extremely wide—128 yards at a distance of 1000 yards . . . This is but one of many models of Zeiss Binoculars. See them at your dealer's. Write for catalogue.

CARL ZEISS, INC., 485 FIFTH AVE., NEW YORK
728 South Hill Street, Los Angeles

CARL ZEISS
BINOCULARS

Complete Service for Boat Batteries

There is a Willard dealer in your community who will be glad to service your present battery; who can supply on short notice a new battery to meet any boat requirement.

Willard STORAGE BATTERIES
CLEVELAND·OHIO
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HIGH LUSTRE
and
No "White" Deposit

No need of dull metal around the boat when I. C. U., with very little effort, will give copper, brass, bronze and chromium a high lustre with no "white" deposit. Sample free. (Dealers write.)

THE LIVINGSTON CO., Dept. T., New Haven, Conn.

I·C·U· METAL POLISH

YARD AND SHOP

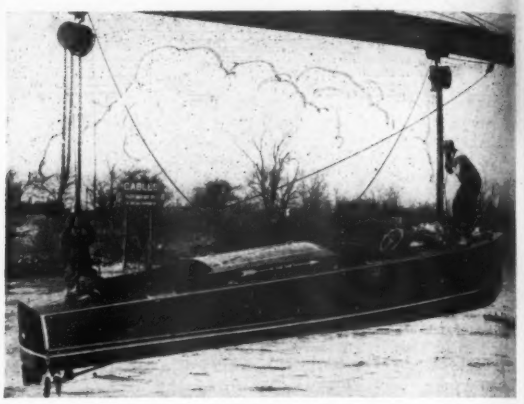
(*Continued from page* 144)

LAUNCHINGS BEGIN AT TOLEDO

After one of the most severe winters in the annals of the Toledo Weather Bureau, the ice has finally gone out of Lake Erie and the manufacturers of Dart Runabouts are once more able to launch their handsome craft in the waters upon which their factory borders.

The accompanying photograph pictures the launching of the first Dart Runabout of the 1930 season. Dart Boats, Incorporated, have long maintained a policy which provided for the water-testing of each runabout manufactured, and have steadily adhered to this rule. In this manner every boat produced is rigidly inspected and water-tested and is not passed by the Testing Department until its performance conforms to those standards which the builders of the Dart impose on their product.

The illustration portrays one of the 26-foot Darts, which, powered with the new Kermath 225 h.p. engine, delivers speeds up to forty-five miles per hour.



The launching of the first Dart runabout of the 1930 *season —a* 26 *powered with the* 225 *h.p. Kermath*

A WEST COAST CRUISER

With a cruising radius of 4,500 miles and a normal speed of 13 knots, Cora Marie, recently completed by Hoffars Limited, Vancouver, B. C., is said to be one of the finest sea-going power cruisers of pleasure type on the West Coast.

Cora Marie was built for the Hon. W. C. Shelly, Canadian Minister of Finance, at a cost of $165,000, and is luxuriously fitted throughout. She is equipped with the latest navigating and life-saving devices, and is the last word in roominess and comfort. Electric winches, powered by a Universal motor, handle the anchors, motor tender, workboat and dinghy. A 7½-kilowatt, 110-volt Universal lighting plant furnishes power for all pumps, including salt and fresh water service pumps, waste and bilge pumps.

Beside the large double stateroom, aft on the port side, there are two staterooms with baths and dressing rooms in the after part of the vessel. Cabins are finished in white and cream teak and mahogany trim.

The yacht measures 107 feet overall by 19-foot 4-inch beam and 7-foot draft, and is powered by twin Diesel engines.

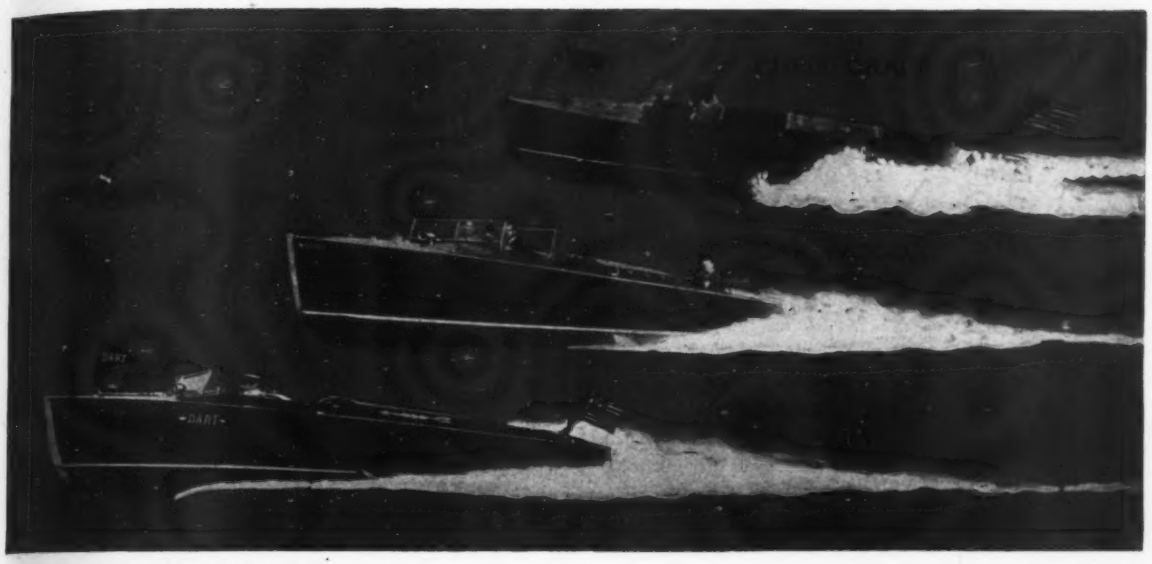
ENGINES OF REFINEMENT

Two exceptionally fine pamphlets have been prepared by the Sterling Engine Company of Buffalo, N. Y., depicting their Petrel and Dolphin models and giving an excellent conception of the service which these motors are rendering in typical installations in yachts, cruisers, speedboats and commercial vessels in all parts of the world. The Sterling name is one which has been for many years a symbol of the ultimate in fine marine engine construction and the present models offered by them succeed well in maintaining that reputation.

Numerous illustrations and detailed descriptive matter of mechanical features and refinements give an accurate idea of exactly how these engines are built and the standards to which they are held. Many Sterling-powered yachts of various types are illustrated and by reference to the power plant installations which these boats have, one is able to secure a good idea of what a similar installation would do in his own yacht. Copies of these most attractive booklets may be secured from the Sterling Engine Company.

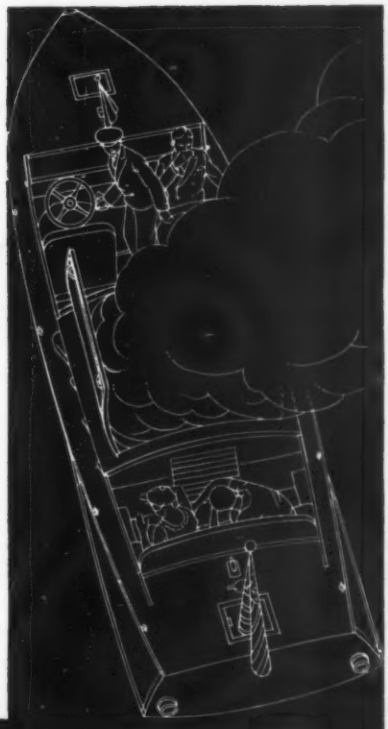
(*Continued on page* 148)

Advertising index will be found on 3rd last page



Many runabouts of all makes are LUX protected.

ONE PULL— and Fire is Out!



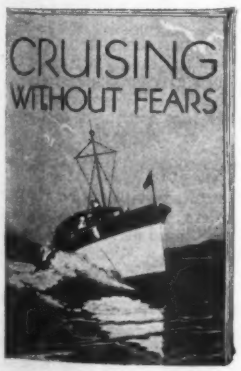
WHETHER your boat be a speedy runabout, a trim cruiser or a palatial yacht, the joys of cruising cannot be unalloyed unless the fire hazard is eliminated. For even the most rigid precautions cannot prevent boat fires—especially those that originate around the engine or galley.

On LUX protected craft, oil and gasolene fires haven't a chance—even if they develop considerable headway before being discovered. One pull of the LUX Control Handle, and a harmless cloud of LUX gas smothers the flames in 5 seconds.

One secret of the LUX System's effectiveness is found in its patented release valve. Operation of the valve cuts out the disc that seals the gas in its container. The disc is cut out, not partially so that the gas may clog and freeze up, but completely. The gas rushes into the bilge, filling the entire engine space in a few seconds. Everywhere—from keel to deck—the fire is snuffed out instantly.

This summer, whether you're yachting on nearby waters or going on an extended cruise you cannot afford to be without the protection that a LUX System gives.

Walter Kidde & Company, Inc.
140 Cedar Street
New York

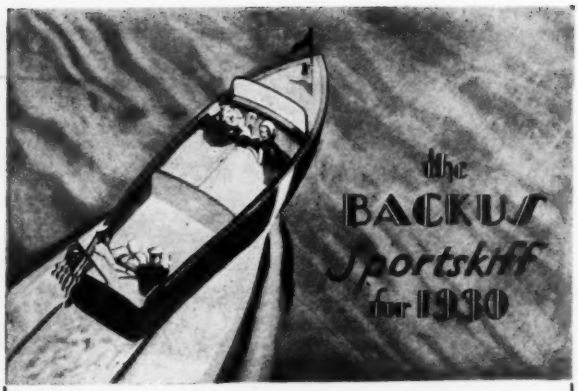


Send for free booklet "Cruising without Fear," describing the LUX System.

LUX

Fire Extinguishing System

LABELED BY UNDERWRITERS' LABORATORIES



THE Backus Sportskiff is a twenty-two-footer of rakish design and staunch construction, blending the speed and comforts of a modern double cockpit runabout with the safety of a genuine sea skiff. Handsomely appointed with finest fittings and beautifully upholstered. Available in either natural or enameled finish. Speed, 20 M.P.H. with 40 to 50 H.P.

Send today for illustrated folder or see the Sportskiff on display at showroom of Henry A. Pohl, Inc., 410 N. E. 13th Street, Miami, Florida. For demonstration see Mr. Alfred Denig, Huntington, New York.

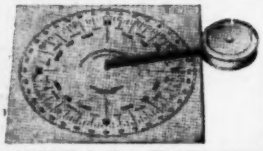
G. T. BACKUS & SON

Fort Pierce Florida

NEW PATENTED WONDER

ONLY 10 SECONDS to Find Your Course and Distance ANYWHERE in the WORLD

ELIMINATES: Parallel-Rules, Dividers, Yard-Sticks, Pencils and Protractors.



THIS new way is so simple. Center compass dial over your position. Draw tape across the center of compass rose on your chart. Turn the dial until it reads the same. Draw tape to any desired point on your chart. READ YOUR COURSE on the DIAL and the DISTANCE on the TAPE.

ALREADY OWNED by outstanding Yacht Racing and Cruising SKIPPERS and USED in their FLYING SCHOOLS by CURTISS-WRIGHT FLYING SERVICE.

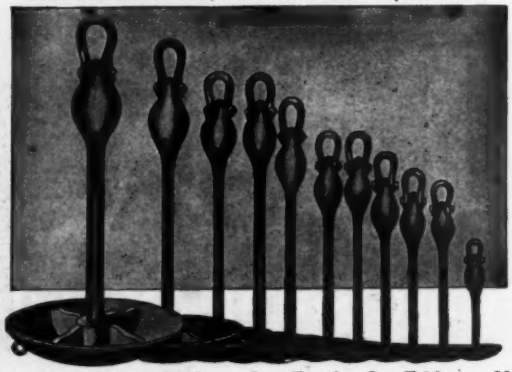
For EVERY BOAT and AEROPLANE that has a Compass

LEARN to NAVIGATE. Price $3.75. Order yours today.

Until your dealer can supply you, order direct from us.

10-SECOND COURSE & DISTANCE FINDER CO.
GREENWICH, CONN.

FAIRHAVEN BULB-SHANK MOORING ANCHORS
TOPPING BROTHERS, *New York District Representatives*



Booklet Gives Facts — Fairhaven Iron Foundry Co., Fairhaven, Mass.

YARD AND SHOP

(*Continued from page* 146)

FAST TRIP IN LAKE MICHIGAN

With its 8-cylinder Universal motor responding to an open throttle all the way through the 248 miles of rough Lake Michigan rollers between Menominee, Michigan, and Navy Pier, Chicago, an Atlas 24-foot open sport cruiser brought Lowell Gilbert, of the Universal Motor Company, H. Larsenof, the Atlas Boat Company, and Jack Eastman on the opening day to the Chicago Motor Boat show in eight hours and twenty minutes—fifteen minutes faster than train time.

Heavy water was encountered almost all the way, Mr. Gilbert said, with spray freezing on the windshield and a cold wind. The three men were stiff from cold when they came alongside the dock at Navy Pier, greeted by officials of the show and newspaper men.

One stop was made at Milwaukee for fuel and contacts were made with the coast guard at three points on the way.

"Once we almost hit a big barrel," said Mr. Gilbert, "and we had to be on constant lookout for drift. We were out from ten to fifteen miles most of the way, except when we pulled in to hail the coast guard at Sturgeon Bay, Sheboygan and Racine. We left Menominee at 7 a. m., and arrived in Chicago at 4:20 in the afternoon, with an hour's stop at Milwaukee. It certainly was a severe test of both boat and motor, but we think we have established a record for that strip of Lake Michigan water, at a time when the rollers were eight and ten feet high."

This Universal-powered Atlas runabout made the 248-mile run from Menominee, Michigan, to Chicago in 8 hours and 20 minutes

TAKE A SPEEDBOAT RIDE

Motorboating used to be typified by the bluff-bowed, slow-moving gasoline launch, with its bulging hull, and its odorous exhaust. Six miles an hour was considered a respectable speed, and ten or twelve caused the owner to refer to his craft as a good, fast boat. He started his motor by spinning the greasy fly-wheel back against compression, with one hand held over the carburetor intake, and he steered it with a small edition of a tugboat's wheel, or a tiller line.

Today, driving a motorboat is a simple thing—easier, in fact, than running an automobile, for there is far less traffic to worry about, and no speed laws. It is only necessary to step into the upholstered driver's seat, pull out the choke, step on the starter, and let the motor run a few seconds to warm up. Then a movement of the hand on the clutch lever, a finger touch on the throttle, and your motorboat is off at twenty to forty miles an hour, depending on the make and model.

Too many people still think of a great sport, and a growing means of transportation in the terms of the gasoline launch era. To combat this illusion, and to arouse even greater interest in developing the fullest possibilities of our waterways, the Chris Smith & Sons Boat Company has inaugurated a national demonstration period, extending from May 28 to June 10, during which time anyone may ride in a Chris-Craft motorboat as the guest of any Chris-Craft merchant. Many models, both open and closed will be on display, and the public will be given a chance to inspect and drive many of the members of the fleet of 25 models which is being offered this year, from the 17-foot runabout to the 40-foot yacht.

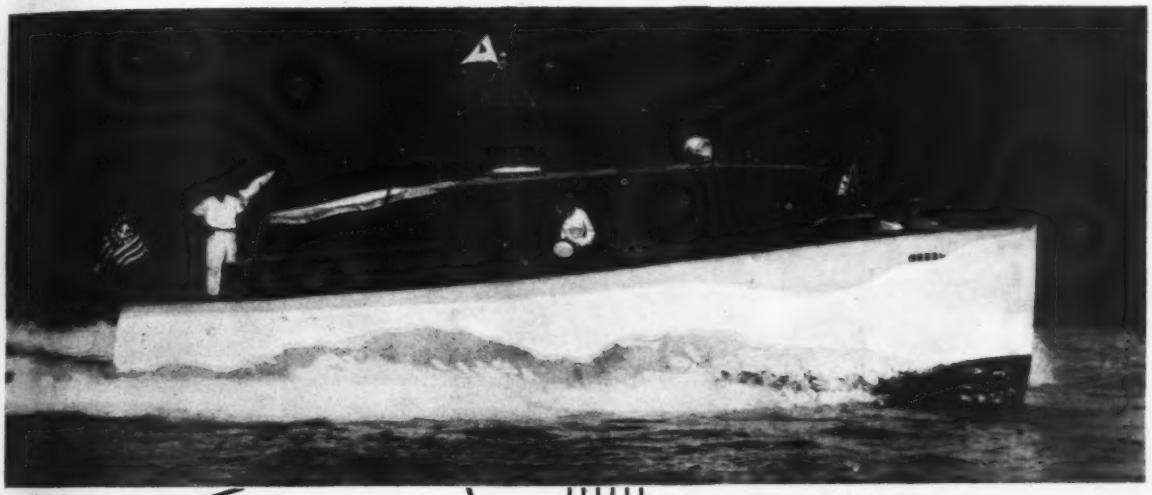
WOOD PLANT RUNNING TO CAPACITY

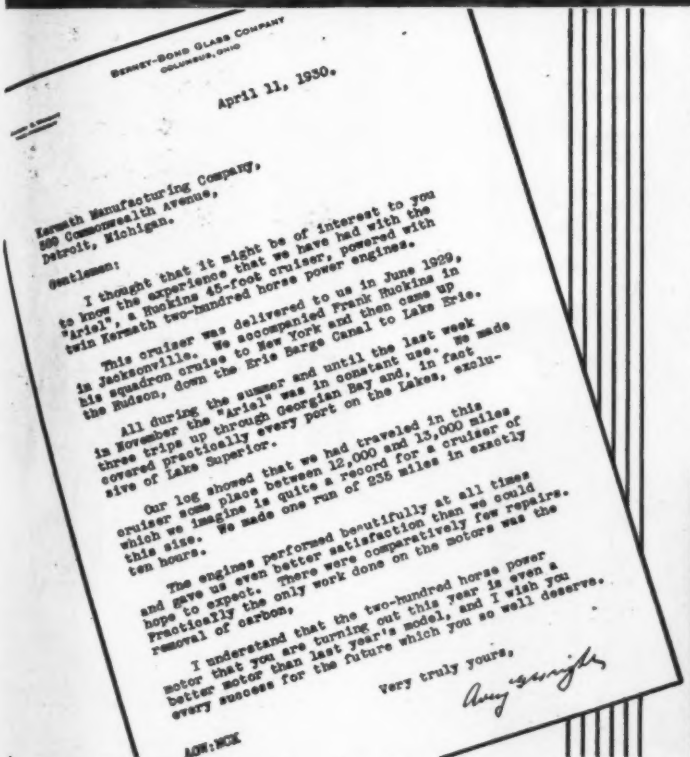
The new Gar Wood, Inc., plant at Marysville, Mich., is now operating at full capacity with orders for stock models and custom speedboats exceeding the best previous business in the company's history for this period, reports Gar Wood, who visited his plant today for the first time since breaking the speedboat record.

"I have every confidence in the prosperity of the country," sair Gar, "and apparently many others share that confidence, for they are buying more boats from us than ever before. We look forward to increasing sales with the coming of the good weather, and reports from our dealer organization all point to the greatest year in our history."

(*Continued on page* 152)

A 12,000 MILE CRUISE *with* SUCH MARVELOUS PERFORMANCE---*Certainly Is Quite a Record, Mr. Wright!*





BERNEY-BOND GLASS COMPANY
COLUMBUS, OHIO

April 11, 1930.

Kermath Manufacturing Company,
459 Commonwealth Avenue,
Detroit, Michigan.

Gentlemen:

I thought that it might be of interest to you to know the experience that we have had with the "Ariel", a Hacking 45-foot cruiser, powered with twin Kermath two-hundred horse power engines.

This cruiser was delivered to us in June 1929, in Jacksonville. We accompanied Frank Hacking in his squadron cruise to New York and then came up the Hudson, down the Erie Barge Canal to Lake Erie.

All during the summer and until the last week in November the "Ariel" was in constant use. We made three trips up through Georgian Bay and, in fact covered practically every port on the Lakes, exclusive of Lake Superior.

Our log showed that we had traveled in this cruiser some place between 12,000 and 13,000 miles which we imagine is quite a record for a cruiser of this size. We made one run of 235 miles in exactly ten hours.

The engines performed beautifully at all times and gave us even better satisfaction than we could hope to expect. There were comparatively few repairs. Practically the only work done on the motors was the removal of carbon.

I understand that the two-hundred horse power motor that you are turning out this year is even a better motor than last year's model, and I wish you every success for the future which you so well deserve.

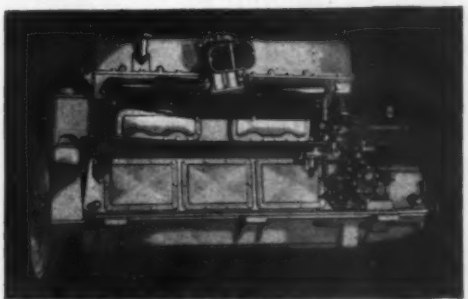
Very truly yours,

Amy Wright

AGW:MCK

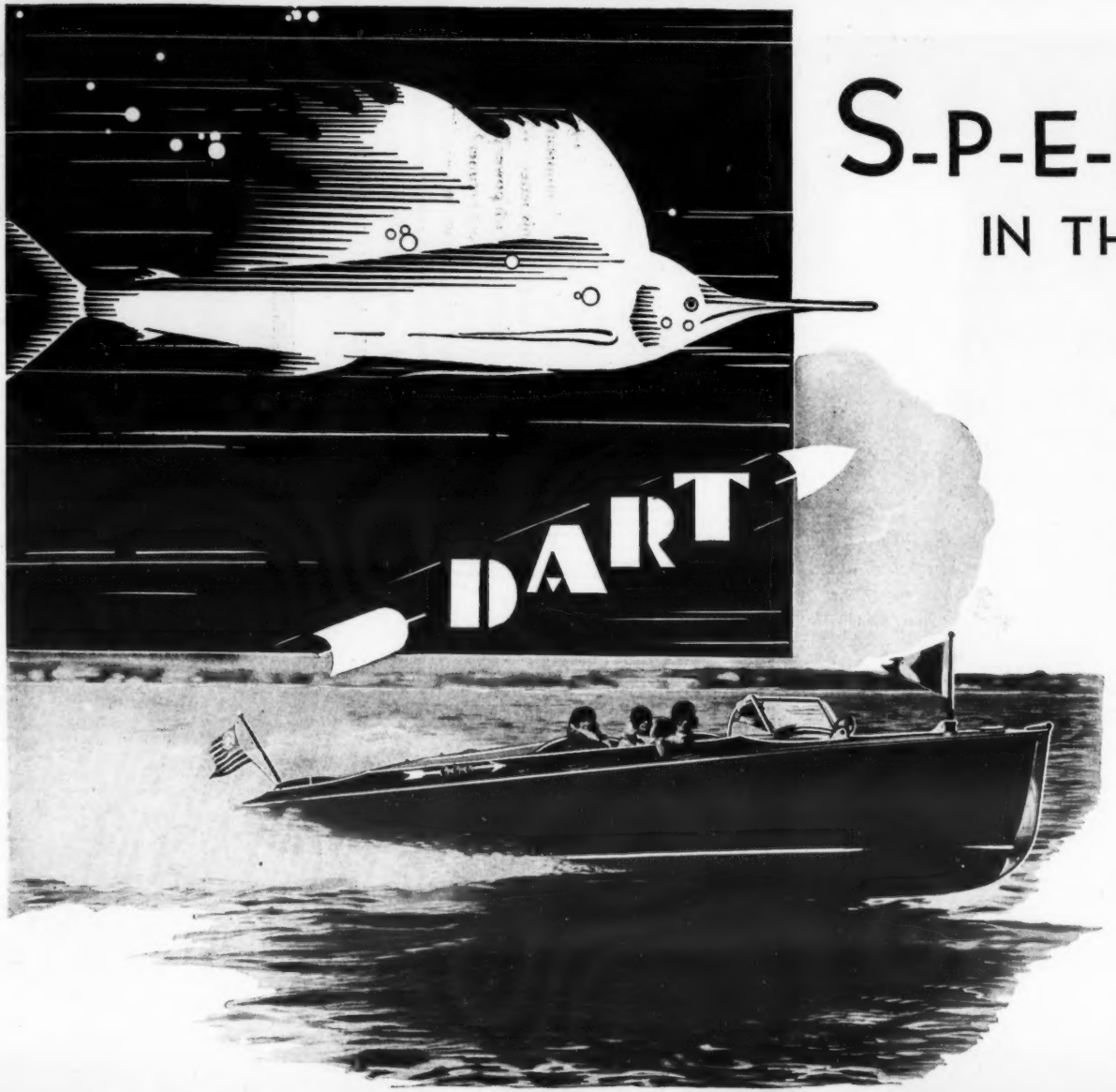
The "ARIEL" is a fast stepping 45-foot Fairform Flyer, owned by Mr. Avery Wright, powered with twin screw 200 H.P. valve-in-head Kermath "sixes." Their flashing power response, their consistent performance and their impressive speed ranges inspired Mr. Wright's whole-hearted enthusiasm, which is perhaps best expressed by his letter. Why not investigate the advantages of such power performance for your own boat—runabout or cruiser? To "taste" the mechanical advantages of the new "225" is to confess yourself a Kermath enthusiast for life! A new catalog is out . . . send for it today!

KERMATH MANUFACTURING CO.
Commonwealth Ave., Detroit, Mich.



A KERMATH ALWAYS RUNS

Advertising index will be found on 3rd last page



S-P-E-E-D

IN THE WATER . . .

is dependent on just two factors ---maximum power and minimum resistance. You will find these two essentials combined perfectly in Dart Boats.

Dart Boats are powered by the finest American marine motors, proven by years of leadership and individually tested at our factory. In a Dart hull they actually deliver MORE SPEED PER HORSEPOWER.

And scientific balance, clean entrance and level planing angle allow the Dart to slip through the water as smoothly and evenly as the great game fish of the sea.

. . . Four models, 30-foot, 26-foot, 22½-foot and the sensational new 18½-foot Runabout.

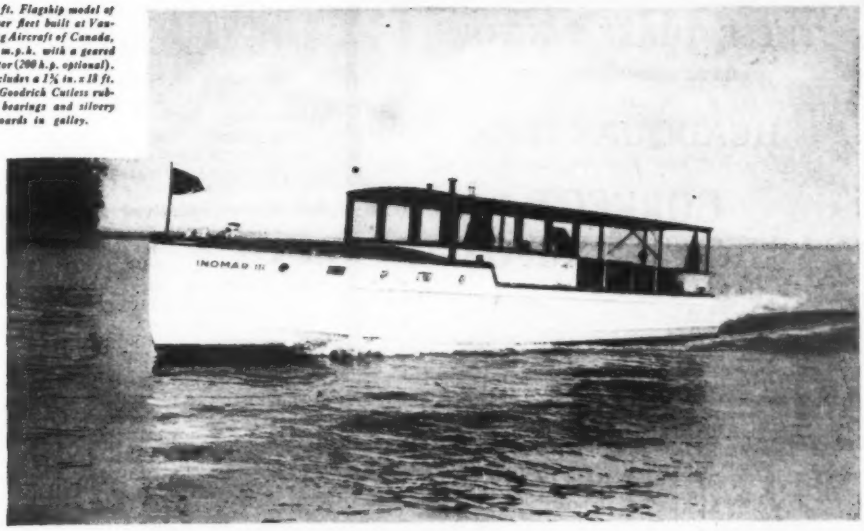
Write for interesting descriptive portfolio of all four models

DART BOATS, INCORPORATED
TOLEDO, OHIO

New York Branch
152 Madison Avenue

London Branch
24 Harrison St., W. C. 1

INOMAR III, a 48 ft. Flagship model of the standardized cruiser fleet built at Vancouver, B. C., by Boeing Aircraft of Canada, Ltd. Powered for 15 m.p.h. with a geared 100 h.p. Hall-Scott motor (200 h.p. optional). Standard equipment includes a 1¾ in. x 18 ft. Monel Metal shaft in Goodrich Cutless rubber stern and strut bearings and silvery Monel Metal drainboards in galley.



Monel Metal Shafts *give greater speed with less vibration in standardized Canadian Cruisers*

THE same properties that make Monel Metal so valuable for propeller shafts, also make it the ideal metal for many other marine parts and fittings. Monel Metal is available in the following shapes and forms: sheets, tubing, strip, wire rope, wood screws, nails, rivets, bolts and nuts, lag screws, etc. Have your next boat put together with Monel Metal wood screws.

For detailed information about Monel Metal in any form, write The International Nickel Co., Inc.

Monel Metal shafts increase the life of babbitt or bearing bronze and are especially recommended with Goodrich Cutless rubber bearings.

BOEING AIRCRAFT OF CANADA LIMITED
SUCCESSORS
HOFFAR-BEECHING SHIPYARDS
VANCOUVER, CANADA

February 15, 1930.

International Nickel Co., Inc.,
67 Wall Street,
New York, N. Y.

Dear Sirs: Attention: Mr. L. Muller-Thym

We recently had occasion to overhaul the "Inomar III", one of our 48-foot standardized cruisers, and thought you would be interested in the enclosed picture.

Two years ago the "Inomar" was equipped with Monel Metal shafting, replacing standard bronze. Greater speed and less vibration were directly traceable to this replacement, and after two years of steady service, absolutely no signs of corrosion can be detected on this Monel Metal shafting.

You will no doubt be interested in knowing that several of our 1930 models, including the 48-footer, Flagship of the largest fleet of pleasure boats on the Pacific Coast, have Monel Metal shafts as standard equipment.

Yours very truly,

BOEING AIRCRAFT OF CANADA LIMITED,

President.

HSH:MWG
Encl.

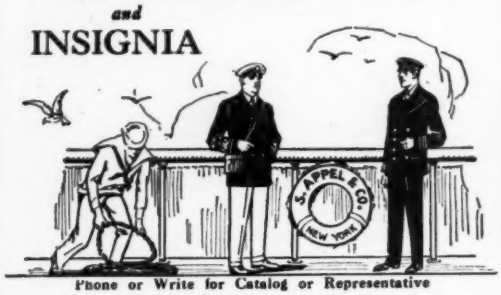
Monel Metal is a technically controlled Nickel-copper alloy of high Nickel content. It is mined, smelted, refined, rolled and marketed solely by The International Nickel Company. The name "Monel Metal" is a registered trade mark.

MONEL METAL

THE INTERNATIONAL NICKEL COMPANY, INC., 67 WALL STREET, NEW YORK, N. Y.

QUALITY — SERVICE — CORRECTNESS

THESE THREE FACTORS
have established us
as
HEADQUARTERS
for
CORRECT
YACHTING UNIFORMS
and
INSIGNIA



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S. APPEL & CO.
14 to 18 FULTON ST.
NEW YORK CITY
Tel: JOHN 5382 to 5389

Serving the Yachtsman Since 1856

ALGONAC BOAT HOISTS

IF you have a nice boat, why not keep it nice with one of these Hoists? You will be more than pleased with this easily operated and substantial hoist.

$140.00 to $300.00
Fully Guaranteed
Monnier Bros., Inc., Algonac, Mich.

MILLIONS OF GALLONS

of water pass through ST. CLAIR SELF-BAILERS annually. Thousands of boat owners swear by it, not at it, because it is the one dependable, effective device that eliminates discomfort, work and worry. Think of having a dry boat always; think of the increased speed through the release of bottom suction; think of the fire hazard eliminated by ejecting dangerous gas fumes. You can't afford to be without a St. Clair Self-Bailer. Models for every type of craft. Write, stating whether interested in outboard or inboard model.

St. Clair Iron Works

62 Marion Street, Seattle, Wash. (Marine Division) Dept. "B," St. Clair, Mich. 38 Spear Street, San Francisco
Canadian Branch: Courtright, Ont.
Detroit Branch: 8203 Woodward Avenue

YARD AND SHOP

(*Continued from page* 148)

FOR GREATER SAFETY IN FOG

An ingenuous system of signaling between vessels in fog has been devised by two shipmasters, Captains R. Kamdron and G. Stavrakov. As is well known, the inland and international pilot rules require that all vessels under way in a fog shall blow a prolonged blast of their whistle at intervals not exceeding one minute in inland waters, and two minutes on the high seas. It is further required that the engines be stopped and the ship navigated with caution at such times when another vessel is known to be about, and this frequently results in several vessels piling up into a jam from which it is most difficult to extricate them.

The device known as the Janus system has for its purpose the giving of the required fog signals by mechanical means, but instead of being at exact intervals of one or two minutes, the signals are given at a lesser interval, which is directly related to the course on which the vessel is heading. A simple arrangement is provided for setting the device to correspond with any course, and the whistle is then blown mechanically without further attention on the part of the crew. In addition, the tone of the whistle is modified to a two-tone blast, which is readily identified and when ships hear and identify such a blast they know immediately that the signal comes from a vessel equipped with this device. In order to determine the course upon which such a vessel is sailing it is simply necessary to time the interval between the termination of successive blasts and then read the other vessel's course, from a stop watch. This system is applicable to both one or two-minute intervals and should prove of great benefit where vessels are required to operate in fog often. It does not overcome the necessity for caution which must be observed at all times, but it does give the captain of a vessel definite knowledge as to the course on which an opposing vessel is proceeding. The system of indicating the course is based on the coordination of the time intervals between successive blasts with the ship's course in such a way that this interval less one minute is angularly equivalent to the course it indicates. The successive signals say vary from one minute indicating north or zero degrees, to two minutes also indicating north or 360 degrees. Accordingly, a vessel steering due east or 90 degrees will indicate her course by blowing her whistle at intervals of one minute and fifteen seconds, the fifteen seconds on the dial of the stop watch being then angularly equivalent to 90 degrees.

The device is very compact and can be readily installed on the bridge or in the chart house of any large yacht, and in time when many vessels are equipped with this system, navigation in fogs will be made decidedly safer and to some extent easier.

REMOVING THE FIRE MENACE

More boat builders, each year, are installing the Lux System on one or all of their models as standard equipment. This trend is due, in part, to the demand of prospective boat purchasers, and to the desire of builders to supply the best possible safeguards with their craft.

Among 1930 standardized boats Lux-equipped are the Chris-Craft cruisers—the 34-foot Commuter, the 38-foot Cruiser and the 48-foot Flagship. These boats are fitted with automatic Lux Systems.

Recently the Dawn Boat Corporation announced the addition of the Lux System to the equipment of their 48-foot cruiser. The same announcement has been made regarding the Dodge 45. The 1930 Fleetwing 55 and the Dart Sedan Runabout also have Lux protection.

Other boats equipped with Lux are four Wheeler models, practically all the Luders craft and Banfield Sea Skiffs.

These builders have selected Lux because it has no exposed parts to cause accidental discharges and because of its remarkable record in service.

AQUATIC MAMMALS

Most yachtsmen are generally deeply interested in any subject that relates to the water, as a factor in widening their knowledge of the element on which they spend their hours of recreation and in securing a better general understanding of it.

Charles C. Thomas of Springfield, Illinois and Baltimore, Md., has just published a new book entitled, Aquatic Mammals, by Howell, which is of absorbing interest to anyone who wishes to learn more about the animals which make their homes in the seven seas. The author deals with his subject in a non-technical and entertaining style, and is recommended for the shelves of the yachtsman's library.

(*Continued on page* 154)

HYDE DISTRIBUTORS

Consult them for Prompt and Efficient Service

SEASIDE PARK, N. J.
Seaside Park Boat & Marine Supply Co.
ATLANTIC CITY, N. J.
Albert Creighton
437 North Massachusetts Ave.
PHILADELPHIA, PA.
Marine Equipment & Supply Co.
116 Walnut Street

NEW BEDFORD, MASS.
Hathaway Machinery Co.
N. Water and Elm Streets
PROVIDENCE, R. I.
John McLeod, Jr.
Edgewood Station
NEW LONDON, CONN.
The Darrow & Comstock Co.
114 Bank Street
JONESPORT, MAINE
William Frost
HARTFORD, CONN.
Clapp & Treat, Inc.
68 State Street
GLOUCESTER, MASS.
Gorton-Pew Fisheries Co.
NEW YORK CITY
C. R. Andrews
143 Chambers Street
ROCHESTER, N. Y.
Rochester Boat Corp.
Charlotte Sta.
BIVALVE, N. J.
Stokes-Schubert
WILMINGTON, DEL.
David A. Hay & Co.
121 Market Street
MOREHEAD CITY, N. C.
Marine Hardware Company
ALEXANDRIA BAY, N. Y.
Hutchinson's Boat Works
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Red Wing Motor Company
CLEVELAND, OHIO
W. F. Meier
1220 Warren Rd., Lakewood
OWENSBORO, KEN.
Wright Machine Co.

JACKSONVILLE, FLA.
Burroughs-McMeekin Company
ST. PETERSBURG, FLA.
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Hughes-Drake Corp.
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Boyce & Rutledge Co.
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Charles F. Guptill Co.
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BOSTON, MASS.
Rapp-Huckins Company
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HYDE
BEARS THIS TRADE MARK

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William Grossmann
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KANSAS CITY, MO.
Covert Boat & Engine Co.
1330 McGee Street
CHICAGO, ILL.
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800 No. Clark Street

MILWAUKEE, WIS.
Joys Bros. Co.
201 East Water Street
NEW ORLEANS, LA.
Stauffer, Eshelman & Co.
511 Canal Street
Woodward, Wight & Co.
Alker-Donovan Co.
435 Camp St.
GALVESTON, TEX.
Wallace T. Taylor
2007 Strand
VANCOUVER, B. C.
Hoffars, Limited
1790 Georgia St., West

PORTLAND, ORE.
Oregon Marine & Fisheries Supply Co.
105 First Street
The Beebe Company
First and Washington Streets
SAN FRANCISCO, CALIF.
Johnson & Joseph Co.
56 Sacramento Street
SEATTLE, WASH.
Pacific Marine Supply Co.
1223 Western Avenue
Atlas Gas Engine Agency
82 Marion Street
BALTIMORE, MD.
Mahon & Gall
Pratt and Gay Streets
CRISFIELD, MD.
Clarence Sterling & Son
1104 Main Street
NORFOLK, VA.
Moon Engineering Co., Inc.,
533 Front St.
CHINCOTEAGUE, VA.
Conant Bros.
CHARLESTON, S. C.
Marine Supply & Engine Co.
149½ Meeting St.
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TAMPA, FLA.
Knight & Wall Co.
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Marine Supply Company
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714 Notre Dame Street, W.
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John Leckie, Ltd.
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Fellows and Stewart
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Bernard Willing
ST. JOHN, N. B.
The Canadian Fairbanks-Morse Co., Ltd.
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WASHINGTON, D. C.
Barber & Ross, Inc.,
11th & G Sts. N. W.

Write for a copy of "Propeller Efficiency"

HYDE WINDLASS COMPANY

BATH, MAINE

Saves Its First Cost Many Times Over

because it covers twice the Surface, lasts a long time, and is the most effective Bottom Paint produced.

"The highest grade product that can be used."—JOHN H. WELLS, Inc.

"Gives perfect satisfaction."—THE MATTHEWS COMPANY.

"Will use it exclusively."—HACKER BOAT COMPANY.

"We are satisfied with the results obtained from this remarkable paint."—HENRY J. GIELOW, Inc.

"Unable to find anything that will stand up as your paint does."—GEO. LAWLEY & SON, CORP.

STEARNS-McKAY MFG. CO.
Marblehead, Mass.

FOR immediate sale, this new stock 41 foot cruiser, a truly remarkable boat. 22 M.P.H.

Write for details of our "31," "35," and "41" foot cruisers. Dept. N.

Whitney Woodcraft
corp.
Riverside Drive **E. Hartford, Conn.**

TANKS

For Storage of
GASOLINE, OIL or WATER
Made to Order

No matter what your tank problem, we are ready to meet your requirements for special shaped tanks in galvanized steel, Monel metal or copper. Our engineering department will be glad to assist you. Also a large supply of standardized tanks in many sizes carried in stock for prompt shipment.

RUDDERS, STACKS, SPECIAL WORK GALVANIZING

L. O. KOVEN & BROTHER
Incorporated
154 Ogden Avenue **Jersey City, N. J.**

YARD AND SHOP

(*Continued from page 152*)

SHAMROCK V

We get word of the recent launching of Shamrock V, Sir Thomas Lipton's contender for the famous America's Cup, which Sir Thomas has been making a vain attempt to lift for a good many years. Up to the present time details of the specifications of the new Shamrock have been difficult to secure but enough information is available now in order to get a fair idea of what the new contender is like.

Shamrock V is 119 feet 10¼ inches in overall length with moderate fore and aft overhangs. Her designed load water line length is 81 feet 1¼ inches, while she rates 76 feet by the New York Yacht Club measurement rule. Her beam is 19 feet 7½ inches, somewhat less than has been anticipated, but certainly sufficient to give the stability required to carry the relatively moderate sail area for her length and displacement. This displacement is 134 tons, slightly in excess of the normal by Universal Rule. In draft she is within a quarter of an inch of the limit for her load waterline length, 14 feet, 8 inches, and the freeboard amidships, about 5½ feet, or just to the Universal Limit. In connection with this freeboard amidships it is interesting to note that Shamrock is characterized by an unusually straight sheer, which amounts only to about 6 inches. While detracting somewhat from otherwise pleasing lines, this sheer is just sufficient to keep her within the restrictions of the New York Yacht Club rating rule.

Shamrock is being built to the scantling rules for yachts as stipulated by Lloyd's Register. While much definite information in connection with her rig is not available at the present time, it is known that she will carry a Bermudian rig with a sail area of somewhat over 7,500 square feet. Her boom is relatively short, 62 feet 1½ inches, as is also the base of her fore triangle, 48½ feet. This permits of dispensing with a bowsprit and keeping the entire sail plan inboard. The extreme height of the sail plan above the deck is between 152 and 153 feet and the height above the deck at which the line of the luff of the jib topsail cuts the mast is 143½ feet. The mast is hollow, streamlined in section and built up of a multitude of pieces of silver spruce glued together. Channels about 16 inches in width are necessary to give extra spread to the lower rigging on account of the narrow beam.

Shamrock has a moderately easy midship section with long diagonals finally drawn out but with no suggestion of reverse curves in the ends of the ship. Her water lines forward are easy and fine and slightly convex, with the stem from well below the water line to the head well rounded off. The ends are well balanced and forward sections are moderately convex V.

One of the noteworthy points of Shamrock's construction is the dagger board, so fitted and carried that it can be raised and lowered in the trunk vertically. It is composite in construction, built of teak, plated with bronze and scientifically weighted and streamlined.

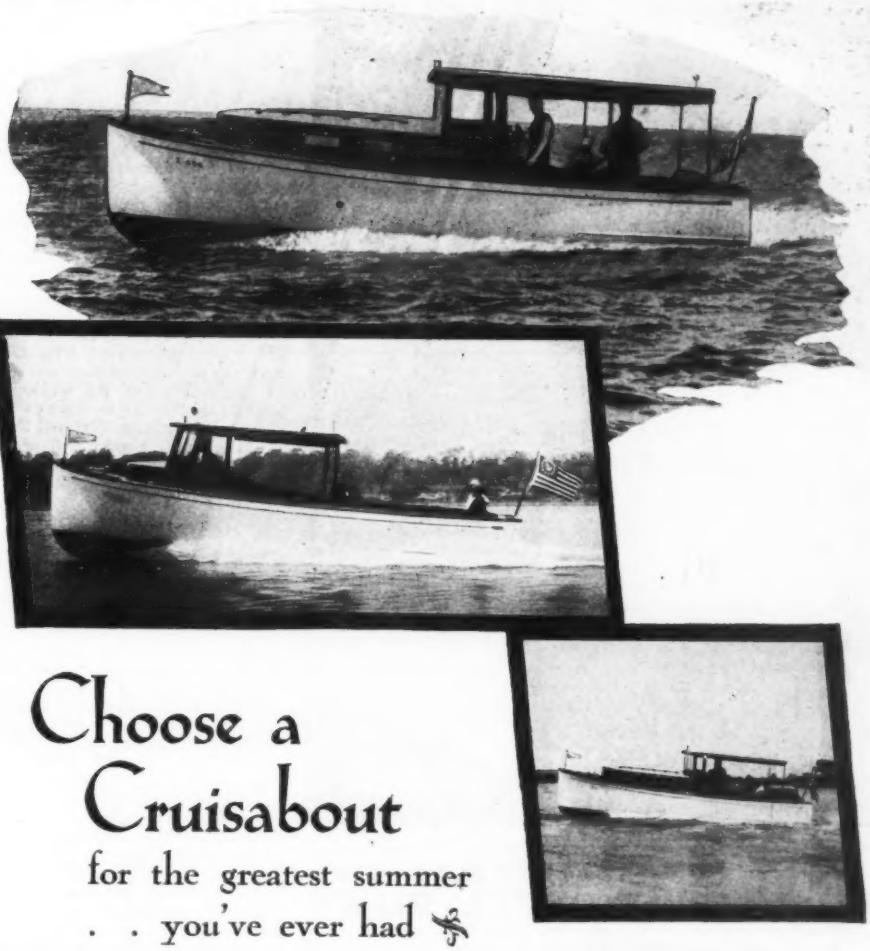
TRAINING FOR POTENTIAL YACHTSMEN

On July 2, The Junior Annapolis Cruising Camp will start on its tenth annual summer cruise, taking 65 lucky, healthy and happy boys between the ages of 8 and 16 on a wonderful eight-week vacation through 2,000 miles of one of the most picturesque, historic and romantic portions of America. The Junior Annapolis Cruising Camp was established in 1921 with the express purpose of giving a group of young boys an ideal summer vacation, during which they will have an opportunity to satisfy their desires to travel and broaden their developing minds. The cruising camp is a non-profit institution, only a very nominal fee being charged, which barely covers the expenses of the two-months cruise. Nine annual cruises have already been made—five to Montreal, two in local waters, one to Boston and one to Chesapeake Bay and Washington, D. C. Activities are not confined to the water alone as a new base is reached each day where the boys go ashore and enjoy the privileges of a land camp provided for their use.

Two boats are used for the cruise, the ship Junior Annapolis and The American Boy, former 110-foot navy submarine chasers. Throughout the trip the boys make their home on these yachts, eliminating the inconveniences of ordinary travel. The daily cruise averages about 30 or 40 miles, and stops and shore trips are made each day. Daily water activities include naval drills, signalling, first aid, seamanship, small boat work, rowing, sailing, swimming, etc., and frequent overnight trips are made in the small power tenders. Frequently the yachts are docked at some convenient place and the boys have an opportunity to go ashore and indulge in baseball, football, tennis, hiking, nature study, sight seeing, and many other interesting activities. Persons desirous of securing further information in connection with the cruise should direct their inquiry to Commander E. L. Paugh, 1123 Broadway, Room 207, New York, N. Y.

(*Continued on page 156*)

Advertising index will be found on 3rd last page



Richardson Cruisabouts

are displayed by:

Bruns-Kimball & Co.
Fifth Ave. and 15th St.
New York City

Bruns-Kimball & Co.
102 So. Fourth St.
Philadelphia, Pa.

Walter H. Moreton Corp.
1043 Commonwealth Ave.
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Richardson Boat Co., Inc.
354 Sweeney Street
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Choose a Cruisabout

for the greatest summer . . . you've ever had

The Single Cabin Cruisabout especially appeals to those who want day boating pleasures and cruising conveniences. The cabin has every accommodation for four; the cockpit, ten feet long, will seat fifteen or eighteen. Price $3585 at the factory for 13 mile speed. Slight additional cost for speeds up to 24 miles.

The Double Cabin Cruisabout has accommodations for four in the forward cabin and two in the stateroom cabin at the stern. Six people can cruise in absolute comfort and privacy on this Cruisabout. In addition, the cockpit is large enough for a day party of ten or twelve. Price $4185 at the factory for 13 mile speed. Slight additional cost for speeds up to 23 miles.

The Day Cruisabout is a glorified runabout with comfort accommodations in the small cabin. Cockpit 17 feet long is large enough for 25 people without crowding. Ideally suited for the larger inland lakes and for yacht tending, ferry, freight and passenger service. Priced $3685 at the factory for 18 mile speed. Slight additional cost for speeds up to 26 miles.

Richardson Cruisabouts

Here you have all of the superior qualities of the King 28 with an additional foot of boat and de luxe equipment throughout.

RIDES THE SEA
LIKE THE WIND!

STAUNCH—RUGGED—SEAWORTHY

"ALL BOAT" salty old timers of the Jersey coast will tell you, fast—comfortable—without equal in boat value King Sea Skiffs are the work of the finest craftsmen. Into each goes the famed lap-strake construction, all copper and brass fastenings, ribs of steam bent white oak, heavy spruce bottoms and all mahogany trim. No wonder 80% of Jersey's fishermen will have no other boat. No wonder they are so fast—so staunch. Write for particulars or visit our plant.

KING SEA SKIFFS

Originators of Fast Sea Skiffs

KING BOAT WORKS

HIGHLANDS, NEW JERSEY

REGAL QUALITY

JONES MECHANICAL FUEL PUMP

The Jones Mechanical Fuel Pump fills a long-felt need for a completely dependable means of supplying fuel to the carburetor of ANY ENGINE. It is the most reliable and efficient fuel pump yet developed — none other like it made.

This *purely mechanical* pump is self-priming — never floods — will not corrode — is always positive in operation. Minimizes fire-risk as pump operates only when engine is running. Ensures a sufficient supply of fuel even in the roughest sea.

Attach a Jones Mechanical Fuel Pump to the engine of *your* boat and be free from the worry of an uncertain supply of fuel.

JONES MOTROLA SALES COMPANY

370 GERARD AVENUE NEW YORK, N. Y.

15 HP TO 240 HP — POWERED BY Buffalo — $480.00 TO $2800.00

A Symbol of Dependable PERFORMANCE

Buffalo Marine Engines

Hundreds of owners are proclaiming their dependability, economy and service.

Literature upon request

BUFFALO GASOLENE MOTOR CO.

1286 Niagara Street Buffalo, N. Y.

YARD AND SHOP

(*Continued from page* 154)

M. V. P. B. A. REGATTA GOES TO MADISON, INDIANA

The 1930 annual national regatta of the Mississippi Valley Power Boat Association will be staged this year on July 3, 4, and 5, at Madison, Indiana, on the Ohio River between Cincinnati and Louisville, due largely to the efforts of a group of delegates from Madison, Indiana, Cincinnati and Louisville. Cash prizes in the hydroplane classes have been guaranteed as well as cash prizes for some of the outboard classes, with handsome trophies offered for runabout and cruiser events. The $2,500 Thomas H. Webb trophy goes to the winner of the free-for-all event which will be the climax of the program. The Lechenger trophy will be contested for by amateurs in the outboard division and the big $5,000 Elgin National Time trophy will be the reward for the winner of the competition in the 151 hydroplane class. The Board of Directors of the Mississippi Valley Association and the Madison local committee will be responsible for the working out of the details of the program, but it is known that events will be listed for the 151, limited and unlimited, 510 and 725 class hydroplanes, and a free-for-all. Entry blanks will probably be available about the first of June.

A SOURCE OF AMPLE ELECTRICAL POWER

The increase in the use of electrically operated auxiliaries in marine service aboard yachts and cruisers during recent years has been responsible for a correspondingly increased demand on the electrical equipment which is charged with the duty of furnishing the power for these auxiliaries. Electric power must be available constantly for the supply of current for lights and those auxiliaries which are in continuous service and for those that operate automatically when conditions require, such as water pressure, sump, oil pressure pumps and refrigerating machinery.

The necessity for such a constant source of electrical power has occasioned the development of the Exide Marine Floating Battery System by the Electric Storage Battery Company of Philadelphia. So satisfactory have they proved that they have been adopted as equipment on a large majority of yachts which have been designed during the past year.

In this system, 56 cells of Exide Ironclad Battery are recommended for 115 volts and are connected at all times, available for immediate service. When the engine-generator sets are in operation they are connected to the bus in parallel with the battery. With this equipment, ideal lighting and radio conditions are maintained whether the battery is being charged or not, and at the same time the battery is at all times connected to the bus and ready to take its share of any unusually heavy demand for power or to carry the entire electrical load in case of any interruption of engine power. Likewise the generator and engine operate under a much steadier load because the battery is absorbing a large part of the load fluctuations and this of course results in more reliable engine operation. It is interesting to note that a great percentage of the finest yachts delivered during the past year are equipped with the Exide Floating Battery System.

SOMETHING ABOUT SEARCHLIGHTS

A good searchlight should be a part of the equipment of every motor craft. Not only is it a means of picking up buoys and moorings at night but, in case of accident is often a means of actually saving lives. When buying a searchlight, it pays to invest in the best that is made, as an underpowered light, or one that is subject to excessive wear or corrosion is so much money thrown away.

The line of incandescent and arc searchlights manufactured by the Carlisle & Finch Company, Cincinnati, Ohio, is recognized all over the United States and for that matter in many foreign countries, in the pleasure fleets, on tugs, passenger and freight boats and in the fishing industry you will find a great number of Carlisle & Finch lights. They are standard equipment as well on a number of stock motor boats.

These lights are built especially to withstand the exposure of marine use. The 7, 10 and 12-inch incandescent lights, for example, are heavy sheet brass of special composition to resist the deteriorating effect of salt air. Bases and forks are of a bronze composition.

A number of types of remote control are available, including the electrically operated mechanism for the larger sizes. These lights are fitted with a glare eliminator between the bulb and the front glass which restricts the beam into a long, straight ray of great penetrating power, free from diffused rays.

The Carlisle & Finch Company has recently brought out a 6½-inch searchlight, particularly designed for use on boats where current is supplied by batteries, either storage or dry.

(*Continued on page* 160)

Stay on top with

SEA SLED

SPEED · · WITH COMFORT AND · · SAFETY

SPEED

There's the matchless unit, little Model 13 with the already famous Van Blerck built-in power. This is the craft which finished 3rd in the Albany-New York race this spring—nosed out by two craft of considerably higher power—and at that she was running second when one of those hitches occurred which cost her a fifteen minute tie-up—nothing at all to you on an all day holiday, but spelling the difference possibly between 1st and 3rd in a gruelling 133 mile race—opened up wide.

POWER

The Van Blerck Junior Inboard Motor represents the last word in modern marine engineering, weight 165 lbs. complete with reverse gear, electric starter and generator, all the advantages characteristic of the lightest engines, and yet developing 35 H. P. at 3,000 R. P. M.

With the smaller Sea Sleds it affords a matchless unit as demonstrated in the latest Albany-New York race.

TRADE-MARK REG. **SEA SLED** U. S. PAT. OFFICE

ADDRESS

THE SEA SLED CORPORATION

Sole Licensee under Hickman U. S. Patents

Plant at W. Mystic, Conn.

WE DON'T know who it was that started the rumor that SEA SLED had gone out of business — if we could identify him right now we would be inclined to thank him from the bottom of our hearts. From the way orders are coming in, his chance shot in the dark is proving one of the contributing factors in our present sales volume. In fact, it looks like as excellent a form of free publicity as we have been privileged to enjoy.

The public, already largely sold on the SEA SLED idea, was apparently reluctant to accept the rumor and proceeded to check up on us. The reaction of their finding us still in business, building the most seaworthy boat for its length, of best material and workmanship, has been distinctly favorable to our business.

Rumors may come and go. As long as boats operate on the hydro-dynamic principle, you will find SEA SLEDS to the fore.

Whether business is in the trough or on the crest, you will find your SEA SLED riding on even keel—in business as well as on the water. Stay up on top with SEA SLEDS!

AT DETROIT *The* British International Races

August 30, 31 • • September 1st

The Eyes of the Yachting World Will Be Focused on the Detroit Yacht Club

A scene of bustling activity on the judges' stand during last year's Harmsworth.

WHY should you be interested in the rivalries of two nations' motor boating enthusiasts? Because more than any other one thing the Harmsworth Trophy crystallizes interest, accentuates enthusiasm, focuses attention on motor boating. . . . And the Detroit Yacht Club monthly magazine — the MAIN SHEET — chronicles the events, serves as a program for the most prominent regatta to be held in the boating world of 1930. May we suggest that your advertising message reaches the bull's-eye in its most conclusive form — with an indefinable atmosphere of good taste and accentuated enthusiasm. An 18,000 circulation guaranteed.

FORMS FOR THIS ISSUE CLOSE AUGUST 10TH.

Address all communications to W. D. Edenburn, Editor.

The Main Sheet

General Motors Bldg.

DETROIT **MICHIGAN**

Advertising index will be found on 3rd last page

Speed!

When you get under way, then SPEED is what you want. You will find more of it in the ultra-modern TREIBER Diesel. From the "65-horse" single fours, to the "3000-horse" V-twelves, TREIBER Diesels deliver about six times the horse-power per hundred pounds of weight and occupy about one-third the space of earlier Diesels.

Their improved cooling and lubricating systems and over-all ruggedness give TREIBER Diesels the endurance to perform satisfactorily at maximum speeds for long periods—SAFELY.

There is a TREIBER for every marine motor service. An ever growing number of experienced yachtsmen are specifying TREIBERS because they want superior degrees of Safety, Endurance, Cleanliness, Comfort and Speed.

May we send you bulletins completely describing the engines in which you are interested?

ENGINES

REVERSE GEAR TYPE

4 cyl. 65 H. P.
6 cyl. 100 to 225 H. P.
12 V-cyl. 200 to 450 H. P.

DIRECT REVERSIBLE TYPE

6 cyl. 225 to 1500 H. P.
12 V-cyl. 450 to 3000 H. P.

ELECTRIC GENERATING SETS

1 to 6 cyl.—7½ to 70 K. W.

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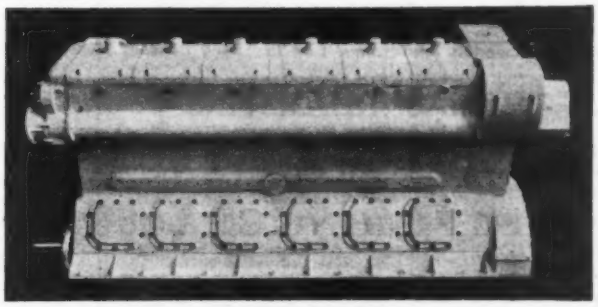

TREIBER DIESEL ENGINE CORP.

DEPT. MB CAMDEN, N. J. U. S. A.

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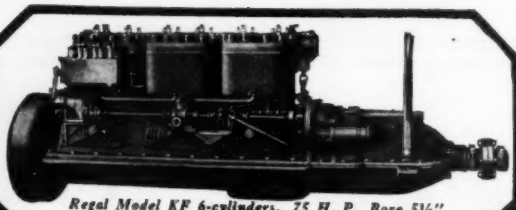
FAST - SAFE - CLEAN - ECONOMICAL - QUIET - SMOOTH



Regal Model KF 6-cylinders. 75 H. P. Bore 5½". Stroke 7".

REGAL

POWER *Plus* LONG LIFE

Regal Engines are built to outlast your boat. Conservative horsepower ratings and generous bore and stroke guarantee an extra margin of power for emergencies.

REGAL MARINE ENGINES

18 Models—1 to 6 Cylinders—2 to 75 H. P.

The Regal line of 18 models includes a size exactly suited to your hull. Rugged and compact in construction, they are built to give you the utmost in smooth, flexible and dependable performance at a minimum cost per mile. High speed reversing gears, silent chain-drive timing gears and gear oil pump lubrication are but a few of the structural refinements.

Write today for engine catalog and details of the Regalite ¾ K.W. Air-Cooled Electric Lighting Plants.

REGAL GASOLINE ENGINE COMPANY
Established 1901
74-82 WEST PEARL ST.
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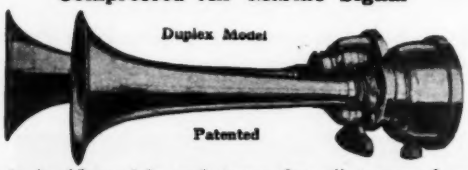

Made in 15 models and tones for all types of sea, river and lake craft. Send for catalog.

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Successor to American Strombos Co.
504 EAST WOODBRIDGE DETROIT

SWIVEL FISHING CHAIR

with detachable back, rod holder and swivel rod socket. It is quickly removable without tools and leaves the deck flush. The wood used is high grade hickory and all metal parts are Hyde manganese bronze

$90.00

With universal rod socket and holder which fits both straight and tapered rod butts,

$100.00

A NECESSITY IN BIG GAME FISHING

made by

H. W. MAJOR
maker of fine salt water fishing tackle
155 Chambers St.
NEW YORK, N. Y.

YARD AND SHOP

(*Continued from page* 156)

INBOARD ENGINES WITH OUTBOARD DRIVE

Jake Dunnell, noted outboard racing driver and designer, and now in charge of production for Ludington Aircraft, Inc., Boat Division, Philadelphia, has recently returned from Florida where he has been conducting further tests of the Ludington Sportship and Sportship Senior. These two inboard runabouts, driven by the new outboard drive, proved themselves even better in performance than the manufacturers claimed.

Greater speed was developed than the 26 miles per hour claimed for the boats since the location of the engine aft gives the correct planing angle at all speeds so that the propeller pushes straight forward at all times.

Unusual maneuverability and ease of control were demonstrated by the outboard drive. Instead of the conventional rudder, the propeller itself turns and swings the boat in its own length.

The Ludington Sportship is designed and constructed for economical purchase and maintenance. This type of boat has a wide appeal for boat lovers of more moderate means and as tenders for larger boats.

DART SHOWROOM IN NEW YORK

As another step in its aggressive campaign on the metropolitan New York market, Dart Boats Incorporated, manufacturers of Dart Runabouts, announces the formal opening of a Manhattan showroom located at 152 Madison Avenue, New York City.

The new Dart Showroom, due to its practical floorplan, desirable location and generous size, will take its place as one of the most outstanding boat display rooms in the country. Occupying a preferred corner location at the intersection of Madison Avenue and 32nd Street, its well lighted interior will do full justice to the famous fleet of Dart Runabouts which it houses. Artistically grouped within its confines are the 18½-foot, 22½-foot open runabout models, and, occupying a particularly prominent position, the 26-foot Dart Sedan, resplendent with glossy black sides and glistening chromium trim.

Gaily colored International Signal Flags, strung in rows along the ceiling, lend a most decorative and decidedly nautical flavor to the room, which is enhanced by the many Dart action photographs which line the walls. At the rear of the showroom, and running across the entire width, is a mezzanine floor which serves the purpose of an office.

The new Dart Showroom is under the capable management of H. O. J. Garlock whose successful operations in the marine industry have earned for him a national reputation. As assistant to Mr. Garlock is J. J. Carr, also long identified with the boat business, whose especial duties embrace the operation of the Dart Service Station at 79th Street and the Hudson River, and all demonstration work.

AMERICAN MOTORS SHOWN IN PARIS

If enthusiasm at the Paris Motor Boat Show can be taken as an indication of increasing interest of the French people in motor boating and marine motors and, according to J. de Prez-Crassier, Paris distributor for Universal Motors, it can—the waters of France will be alive with motor craft this season.

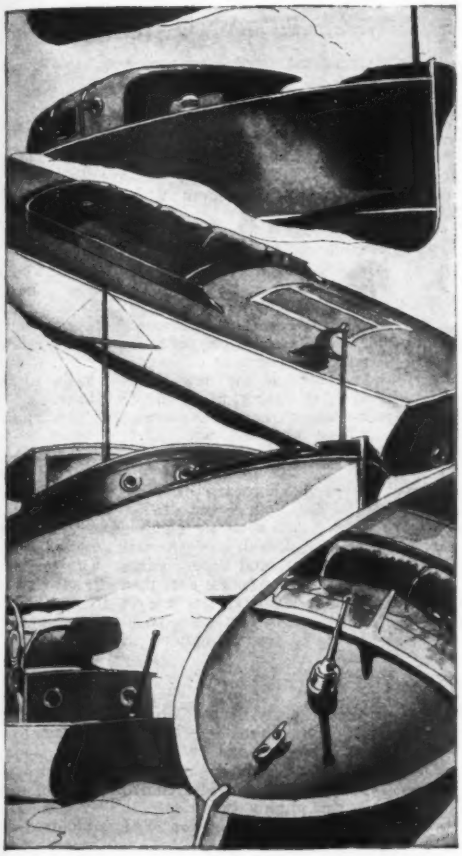
One of the largest exhibits at the show was that of the Ste. P. Jouet Company, boat builders of national reputation. Much interest centered in their display of a fine yacht powered with a pair of Universal 6-cylinder motors, model 6/77. Another sensation of the show was a cruiser built and exhibited by Navale-Socoa, powered with a Universal Superfour, model GLH-R, reduction drive motor.

The complete line of marine motors of the Universal Motor Company, including the Blue Jacket, a light-weight, high-speed, four-cylinder motor with a speed range of 100 to 4,000 r.p.m., a new product of the Universal Motor Company, Oshkosh, Wisconsin, was shown.

A PICTURE BOOK OF SHIPS

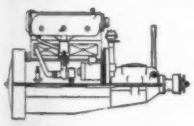
The new series of MacMillan picture books includes one by Peter Gimmage entitled The Picture Book of Ships. Dealt with by an author who knows ships from a great many angles, and pictured by a capable illustrator, Helen Craig, the new volume is especially valuable in acquainting boys and girls with all the various kinds of boats and vessels which may be encountered today. Pictures and text give a clear description of vessels of all kinds—sail boats, motor boats, steamers, barks, brigs, ore boats, whalebacks, bugeyes and luggers, as well as many other interesting types. In addition to the thorough description of present day types, the author makes a brief historical survey of earlier types of water craft. The MacMillan Company of New York are the publishers.

(*Continued on page* 162)

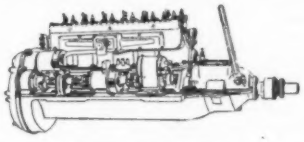


Any Standardized Boat

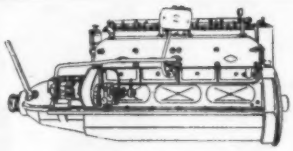
WITH A PALMER ENGINE



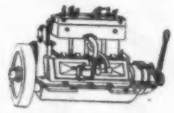
P. A. L. 4 cyl. 25 H.P. at 1200 R.P.M.



P. B. 6 cyl. 40 H.P. at 1400 R.P.M.



Green Witch 6 cyl. 150 H.P. at 1400 R.P.M.



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IT'S a happy combination for there is a Palmer Engine and Clutch for every type and size of boat.

Power in abundance to take you when and where you wish to go. And the power to get you back again . . . that's Palmer Power.

So . . . for real engine performance, the kind that is loyal and always reliable . . . buy the standardized boat you want, but be sure it is equipped with a Palmer Engine and a Palmer Clutch.

PALMER BROS. ENGINES, INC.
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PALMER

Johnson 38

A DeLuxe Deep Sea Cruiser

IN the Johnson "38" Sea Skiff cruiser you have the finest combination of speed, safety and comfort offered by any craft of its size. Luxurious accommodations for four to six people, single or double cabin, and speeds up to 32 miles per hour. Equipment and furnishings include all essential boat gear as well as china, silver, linen, blankets and radio, etc.

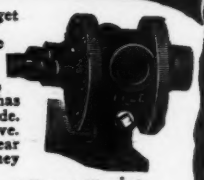
JOHNSON "33" CRUISER

A smaller edition of the famous 38-footer is now available in the new Johnson "33" sea skiff cruiser. Single or double cabin with 150 H.P. engine and speeds of 23 miles per hour.

Write today for further information.

HUBERT S. JOHNSON BOAT & ENGINE WORKS
Bay Head, New Jersey

LOBEE CIRCULATING & BILGE PUMP



You can't get a better or more reliable pump than the Lobee because there isn't a better one made. It has been the World's Standard of Pump Quality for 25 years. No other pump has proven so popular in the marine trade. Simple, compact, noiseless and positive. These pumps will outwear the engines to which they are attached.

Gear and Rotary Pumps from ½" to 1½" suction and discharge. Different designs for various types of drive and mounting made to order.
Write today for catalog and prices.
Sold by Leading Dealers Everywhere.

Lobee Pump & Machinery Co.
1790 Niagara Street, Buffalo, N. Y., U. S. A.

DE LUXE YACHT LOG

Size 8" x 11"
Price $12.50

For Pleasure Entries.

Keep a record with notes, sketches or photographs, the interesting happenings of cruises, fishing parties or races.

First Of Its Kind

No other log like it. Printed on heavy art paper, bound in real calf. Cover embossed with your club burgee and house flag, in gold leaf and oil colors. An artistic, durable and practical addition to your library. Grows more interesting as records accumulate.

PUBLISHED YEARLY—Be sure and send the name of your boat, yacht club, and design of your house flag in colors, with your order.

Marine Publishing Co., Box 265, Beverly Hills, Cal.

YARD AND SHOP

(*Continued from page* 160)

ANTARES GOES TO EUROPE

A Philadelphia yachtsman will cross the Atlantic Ocean on the maiden trip of his new yacht this summer.

Colonel Edwin M. Chance, who has figured for many years in racing on the Delaware River, and on Barnegat Bay, is building a new 105-foot yacht, in which he plans a several months' trip to Europe.

The yacht was launched May 10 in New England, and is rapidly nearing completion, having been under construction most of the winter. The finishing touches are now being put on, and she will be ready for delivery in full cruising trim by June 15.

Colonel Chance has tentatively set June 20 for the date of setting sail for the 3,000-mile run across the ocean, and is anxious to get under way as promptly as possible after receiving the new yacht. Upon his return in September, the new yacht will make her headquarters in the new $50,000 basin of the Corinthian Yacht Club at Essington on the Delaware.

The new yacht was christened Antares, and is a Diesel ketch. She is 105 feet long over all, with 22 feet beam, and 11 feet draft. She will be powered with two Diesel engines of 160 h.p. each, and is expected to make 11 knots under power.

She was built at the shipyard of John F. James & Son, at Essex, Mass. Colonel Chance expects to leave for his maiden trip probably from Boston on or about June 20, and his first stop will be Bermuda. From there he will proceed to Spain, to Lisbon, and to Madeira, and other points. On the return the first stop will be at the Azores, and then directly to the Corinthian Yacht Club. He does not expect to stop off at Bermuda on the return trip. His wife, two sons, and five friends will comprise the party for the maiden trip.

TRI-STATE Y. C. NOTES

Progress on the property of the Tri-State Yacht Club on the south shore of Wortons Creek is being rapidly made.

The old house, which is one of the really old landmarks of the section and which is built of early English brick, has been largely remodeled and now provides comfortable lounging rooms, sleeping quarters and dining facilities.

Piles are now being driven for a five-hundred-foot dock which will provide space for visitors and also for slips for members who will keep their boats at the Summer Quarters permanently.

The three hundred and fifty acres provide for hunting, etc., and form a beautiful background for the club.

New hard roads reach to within a quarter mile of the club house so that there is no longer any difficulty in driving to the club. The old club quarters on the north side of the creek will now be devoted exclusively to service and gasoline, water, ice and any other provisions can be had quickly and the old club house will now be used for sleeping quarters for the crews of any boats wishing to stay ashore.

The racing schedule of the club consists of an interesting series including the Yachtsmen's Club—Tri State Yacht Club race from Philadelphia on July 2 down Delaware Bay, down the coast and up Chesapeake Bay finishing at the Wortons Creek headquarters of the club.

The usual race and cruise from Wortons Creek to the Miles River Yacht Club at St. Michaels, Maryland will attract a large number of entries and should prove of considerable interest.

NEW BOATS FOR PHILADELPHIANS

Three new yachts for prominent Philadelphians have just been built at the yard of the Mathis Shipbuilding Company in Camden. One has been delivered to her owner, and the others are nearing completion.

The one delivered passed into the hands of her new owner early in May. She was Tech Junior, a high-speed 85-foot cruiser, built for Frank V. du Pont, of Wilmington, a son of former United States Senator T. Coleman du Pont. The yacht is expected to make an average speed of 22 miles per hour, and showed even better than that in the preliminary trials in the Delaware River.

The other two yachts will both be delivered early in June.

One is the 102-foot diesel houseboat Silver Moon II, built for John E. Zimmermann, president of the United Gas Improvement Company. The boat is equipped with one of the new powerful Winton Diesel engines, and despite her size, will be capable of making between fourteen and fifteen miles per hour speed.

The other is the 110-foot diesel ocean-going yacht, which it is reported will be called Arminia, built for General W. W. Atterbury, president of the Pennsylvania Railroad. This craft is rapidly nearing completion.

(*Continued on page* 164)

Special MARINE LUBRICANTS

Guaranteed 100% Pure Pennsylvania Oil

WOLF'S HEAD OIL
WOLVERINE · LUBRICANTS · COMPANY · INC. N.Y.

Pennsylvania Grade Crude Oil Association Permit No. 19

for All Makes of Marine Engines

SIX GRADES

S. A. E. No.
- 50 Outboard
- 40 Marine No. 1
- 50 Marine No. 2
- 60 Marine No. 3
- 60 Marine No. 4
- 40 Crystal Heavy
- 60 Number 8

TO what better lubricant can you entrust the efficiency and longevity of your marine motor than Wolf's Head Marine Oil—winner of the Gold Cup for four successive years, the world's premier motor boat classic in which the most expensive racing hulls and engines compete. You do not have to be a lubrication expert to prefer Wolf's Head. The foremost engine manufacturers recommend its use—follow their judgment which is based on practical experience with all oils.

Wolf's Head Marine Oil is made of the finest Pennsylvania quality which is your insurance of maximum lubrication and protection against wear.

There is a grade of Wolf's Head Oil for every marine motor. If your dealer cannot supply you, write us. Make this your best boating year by using Wolf's Head Marine Oil exclusively.

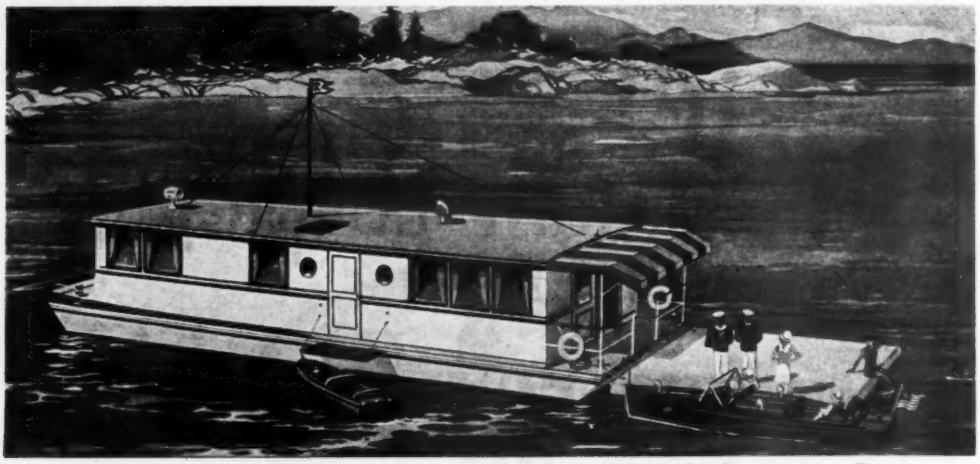
• Dealers! Write today for the Wolf's Head proposition. Good Profits!

WOLVERINE LUBRICANTS COMPANY, INC.

51 MADISON AVENUE NEW YORK CITY

HERE'S YOUR DREAM BOAT

Afloat at Belle Harbor, Jamaica Bay, Long Island



Come and inspect this beautifully furnished and fully equipped ABC forty-five foot houseboat. Four rooms — one double and one single stateroom, galley, living room and bath. Electric lighted throughout.

Sales Agents for ACO SEA BOATS — 16 to 26 Foot RUNABOUTS
BOYD-MARTIN — PENN YAN and INDIAN OUTBOARD BOATS
INDIAN and ELTO OUTBOARD MOTORS KYLE CRUISERS
CORSAIR CRUISERS — 30 and 36 Feet ROBINSON SEAGULL CRUISERS and COMMUTERS

JOSEPH T. CURTIS

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"Where the Boulevard Meets the Beach" Telephone: Belle Harbor 9543

Demonstrating Headquarters: Belle Harbor Yacht Club, Belle Harbor, N. Y.

YACHT BROKER
MARINE INSURANCE

Far Rockaway Office: 315 Beach 20th Street, Tel.: Far Rockaway 4813

YARD AND SHOP

(*Continued from page* 162)

APPOINT NEW ENGLAND RUNABOUT DEALER

Richard H. Brown, well known Boston marine figure, has recently been appointed New England distributor by Dart Boats, Incorporated, Toledo, Ohio, manufacturers of the well known line of Dart Runabouts.

Mr. Brown's new selling concern, which is incorporated under the name of The Dart New England Company with headquarters at 89 Broad Street, Boston, is as adequate and comprehensive as any marine sales organization in the country.

New England, with its splendid waterways and boat-minded people, presents a market for high-grade runabouts that is the equal of any motor boat market in the world, and Mr. Brown, with his competent personnel, is in a position to exploit to the fullest degree the splendid outlets offered by the New England States.

NEW INTERNATIONAL CLASS AT GOLD CUP REGATTA

The New Jersey Gold Cup Association has received permission to hold a race of the new International Class 335 cubic inch hydroplanes during the Gold Cup Regatta at Red Bank, August 16 and 17. This is the new class which was formed last year of medium-priced hydroplanes to fill the gap between the 151 class and the Gold Cup. The 335 class boats can be built for about $3,000 as compared with $15,000 and $20,000 for a Gold Cup boat.

Several of the new boats are already well on the road to completion in this country, and Major Segrave is building six in England for a group of British sportsmen, which they contemplate sending over here during the summer. Those being built here include one now practically finished in the Purdy Shipyard at Port Washington, Long Island and several in the neighborhood of Detroit.

Inasmuch as this is a new class, this first year should show a wide variety in design of the hulls to get the most out of the limited size of the engines permitted. Generally speaking most of the so-called 100 to 125 h.p. class motors come within the specified limits, giving an extremely wide range in choice of engines. Although several of these boats will soon be completed as stated above, it will not be possible to hold a race before the Gold Cup Regatta, as there will still be a lot of test work to be done during the summer to perfect these new types. The Gold Cup Association has already extended invitations to Major Segrave and his English colleagues as well as to the American owners to participate in the special 335 class race to be held during the Gold Cup Regatta.

WOODWORKING REPAIRS MADE EASY

Very often in making repairs to woodwork, it becomes necessary to fill in checks, cracks, knot holes, and so on, where any kind of patch might be awkward to apply. A preparation has been put on the market by the Savogran Company of Boston, known as Savogran Crack Filler, which is especially prepared for work of this nature. This filler comes in the form of a powder in 1, 5 and 35-pound packages. When mixed with water to form a paste of any desired consistency, it may be applied like putty to the crack or hole. It sets hard enough so that it may be painted immediately and in an hour the repair is as hard as a rock and does not yield even with the application of pressure. One of its greatest features is the fact that the filler clings to the material in which it is set and does not shrink away in drying. It may be used with equal success on either wet or dry wood or in stone or plaster. By mixing a little color or stain in the powder, the filler may be made to match surrounding woodwork so perfectly that the repair cannot be detected. Paint, stain, varnish, lacquer or enamel may be used over the filler with equal success.

Another handy product offered by the same company is Painter's Savogran, a liquid preparation for cleaning walls, woodwork, glass, metal, etc. A small quantity of the cleaner in a gallon of hot water makes a solution which instantly removes all kinds of grease, dirt and smoke stains without effort and without injuring the surface.

(*Continued on page* 166)

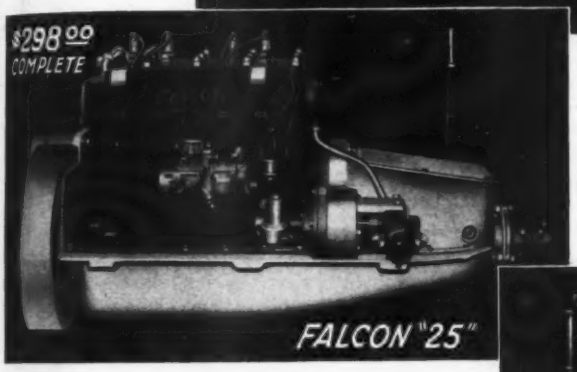
My "Falcon 40" is the best and smoothest engine that I have ever owned.

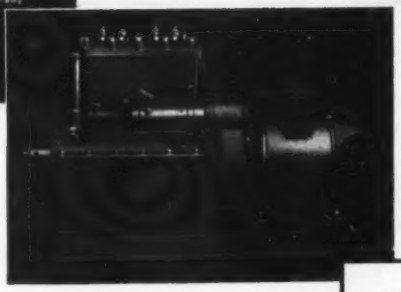
There is no vibration at any speed, and it is the cleanest and quietest engine that one could imagine.

You are certainly to be congratulated for building such engines as the Falcon.

JOHN J. DYER,
BOSTON, MASS.

BIGGEST MONTH SINCE 1890!





"FALCON" SERIES

50 H.P. "Six"
40 H.P. "Four"
25 H.P. "Four"
15 H.P. "Four"
10 H.P. "Twin"
5 H.P. "Single"

Did someone say the marine engine industry was in a slump?

During April our sales were the largest in the history of our business—forty-one years!

We can point to only one reason. And that is this: the popularity of "Falcon" engines and "U. S." Super-smooth Electric Plants rests on solid ground. Every user is a *satisfied* user. He receives the kind of service he has a right to expect. Almost every mail brings letters of enthusiastic endorsement like the ones shown here.

Then too, "Falcon" and "Super-smooth" prices are *right*. For example, the powerful little "Falcon" 25, which is making such a sensational hit, sells for only $298 complete! Without reverse, even less.

Although our factory was pressed beyond capacity in April and May, we have now made adequate expansions in our facilities and can promise prompt shipments during June and the remaining summer months. In which "Falcon" or Electric Plant are you interested?

U. S. Super-Smooth Electric Plants

U. S. super-smooth electric plants run quietly, start without a murmur and deliver smooth, flickerless current. Complete line of 11 models for smallest cruisers up to large yachts ranges from 350 watts to 15 K.W. in 12, 32 and 110 volts.

Also special line designed for land use. Write for literature and prices.

The "Super-smooth" generating set I have on my "DAWN II" cruiser is the smoothest plant I have ever seen, and I want you to know that it has been a genuine source of pleasure as well as electricity.

You can have nothing but success with this kind of a product and the sort of an organization which you have proven to be.

ROBERT W. ORRELL,
Owner—"DAWN II"

United States Motors Corp.

Established 1890

Central and Eastern Canada Sales Office:
Maddox Engineering Co.
75 Adelaide Street, W.
Toronto, Ont., Canada

Factory and Main Office
102 NEBRASKA STREET
OSHKOSH, WISCONSIN

Pacific Coast Sales office:
Machinery Exporters, Ltd.
Merchants Exchange Bldg.
San Francisco, Calif.

COPPER BOTTOM PAINTS

"New Jersey"

TOP SIDE PAINTS

When you use paint, get quality and save your boat

Insist on "New Jersey" Brands

They are used by all the leading boat builders who demand paints that will hold up under all climatic conditions

The Paints That Satisfy and Wear Longest

SHIP AND DECK PAINT

12 Popular Colors

Have you tried the new Color, Reddish Buff? It is the best Deck Paint and wears like iron.

COPPER PAINT

RED GREEN BROWN

Worms cannot hold on, you can haul out and find the bottom clean.

YACHT WHITE

FOR EXTERIOR WORK

Try this paint above the waterline. Stays white, can be washed and scrubbed. Excellent for cabins.

Sold by marine supply stores, or write to us for address of your nearest dealer

NEW JERSEY PAINT WORKS

Wayne and Fremont Streets HARRY LOUDERBOUGH, INC. Jersey City, New Jersey U. S. A.

Write for booklet—"Davy Jones' Locker" giving valuable information on painting, sent free

YARD AND SHOP

(*Continued from page* 164)

THREE HARMSWORTH CHALLENGERS FROM ENGLAND

Confirmation of England's long and well-circulated intention to send three speedboats to America in its 1930 effort to lift the Harmsworth Trophy from Gar Wood and the Detroit Yacht Club has been received by J. Lee Barrett, secretary of the Yachtsmen's Association of America.

A cablegram from the Royal Motor Yacht Club, the challenging organization for this year's September race on the Detroit River, was made public recently by Barrett. It disclosed that Marian Barbara Carstairs has decided to ship Estelle V and Estelle IV, which, with Maj. H. O. D. Segrave's Miss England II, the official challenger, makes a team of three, and that is the largest number of boats the trophy's deed of gift permits to any one country.

As the situation exists today, should one or more English boats be built for the races here it would be necessary for the authorities on the other side to hold qualification trials to reduce the number to three. England's spot for such an elimination undoubtedly would be Lake Windemere, where Miss Carstairs, in past years, has conditioned the boats she raced in this country.

However, it is not considered probable that more than three boats will be built in England. The cost is too great.

Of the three now announced for competition, Detroiters are going to be much more concerned about Maj. Segrave's Miss England II than about either of Miss Carstairs' hydroplanes, although the English sportswoman, who will be Harmsworthing it for the third year, should have by this time enough experience to make a better showing than on her previous visits. Her new boat is Estelle V, and Estelle IV is the craft she raced last year, reconditioned. In her favor, it must be remembered that she has spent an immense amount of money on her futile efforts to win the Harmsworth and it is costing more this year.

Normal persons do not lavish large expenditures on boats unless they seriously expect to achieve something with them, and Miss Carstairs sounded an extremely normal note recently when she announced that this year's race would mark her last shot at the trophy. If she does not win this time she is through trying, she has said.

Segrave's boat, on the other hand, is feared more because of the caliber of its pilot than because of anything definitely known about the craft. Segrave is an engineer who knows motors; he is a fearless driver and he gained enough experience piloting Miss England I in Italy last summer to fit him for the task that will be his here. Some time ago Segrave said he would announce the speed of his boat in June. If he announces it it would seem it must be believed, for before he set the world record for speed on land at Daytona Beach he made a similar announcement and then made good on it.

MAHOGANY AND STAINS

Sellers and users of mahogany have for a long time asserted that, among the many outstanding advantages which this wood possesses in boat construction, its freedom from unsightly stains is particularly noteworthy. Discolorations around joints and fastenings are the bane of boat owners.

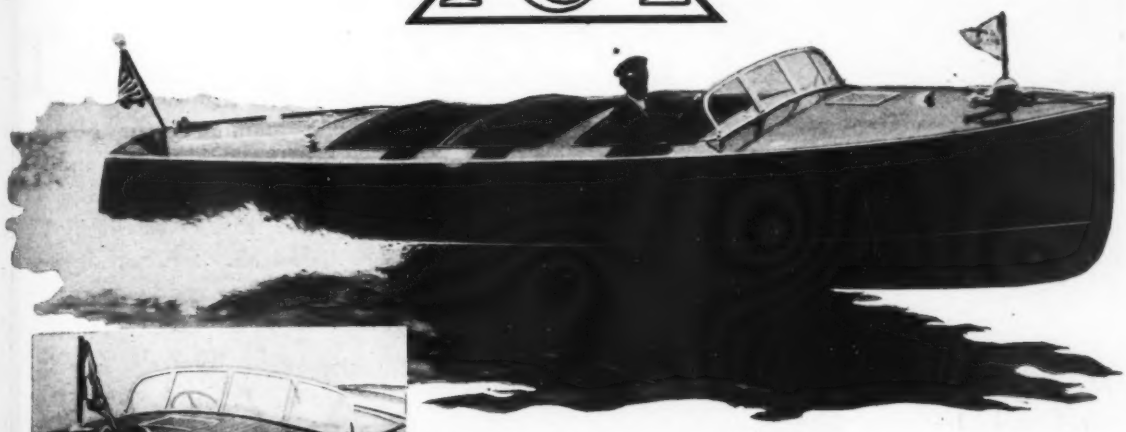
Striking proof in substantiation of this assertion made in behalf of Philippine mahogany is furnished by comparing illustrations of two boats that have been in the water for approximately the same length of time—three seasons. They resemble each other in every way. They are of about the same size and general type of construction. The only substantial difference is that the one was planked with Philippine mahogany, while another wood was used for the hull of the second boat.

For the rest, the pictures speak for themselves. It is evident that the boat built of Philippine mahogany has remained almost completely free from even the slightest discoloration and still exhibits its characteristic beautiful grain, whereas the other boat shows stains at practically every fastening and around the chines. In terms of dollars and cents, this means that the stainless boat has maintained a high resale value, while the other has depreciated.

Incidentally this behavior of Philippine mahogany and this property of remaining unstained is no miracle. It is said to be due to the absence of tannic acid in the wood. Tannic acid has the peculiar habit of setting up a corrosive reaction on contact with fastenings.

(*Continued on page* 168)

SEA ACO BOATS



For your comfort, safety and convenience ACO Seaboats embody many features offered by no other runabout. On the larger models there is a specially designed windshield with double hinged door in center giving easy access to forward deck without climbing over windshield.

FEW boats have enjoyed such remarkable sales success within so short a period of their debut as that which has been bestowed on ACO Seaboats: Not because they are built by Aeolian and backed by its world wide prestige; but to sheer merit alone. Merit earned by their many superior construction features and proven in every conceivable test to which runabouts are subjected.

Illustrated above is the ACO twenty-six, the staunchest and safest runabout ever to ride the waters. With its Gray Eight-120 motor in the stern, driving through forward gear box, you have the advantage of social grouping of passengers in one cockpit. It will turn in its own length at top speed, without shipping a drop of water.

Write today for full particulars and name of nearest dealer.

THE AEOLIAN COMPANY

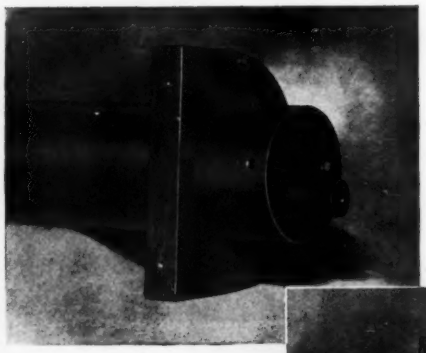
Aeolian Hall

LONDON-PARIS-BERLIN-MADRID-MELBOURNE-SYDNEY

The ACO sixteen at full speed. This view from an unretouched photograph shows the clean wake and absence of flying spray which is characteristic of ACO performance. Speed, better than 25 miles per hour.

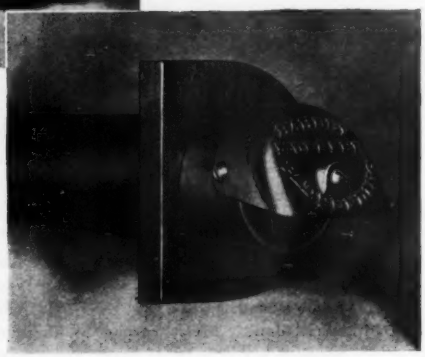
A HARLEY *SPEED* MUFFLER

will stop that noise!



For all types of motors. Standard equipment on Robinson Seagulls and Staples & Johnson Cruisers.

Without reducing the r. p. m.'s, a Harley *Speed* Muffler eliminates the objectionable staccato in the exhausts of all motors from 5 to 500 h. p. Costs only 50c to install. Write today for complete specifications and prices.



No pipe or threads to cut. Can be installed in 10 minutes. Made entirely of non-corrosive metal. Takes all cooling water and drains automatically.

Dealers Wanted

SAVAGE
BOAT COMPANY, LTD.
585 BOYLSTON STREET
BOSTON · MASSACHUSETTS
Sole Manufacturers and Distributors

YARD AND SHOP

(*Continued from page* 166)

CIRCLING MANHATTAN IN RECORD TIME

On the afternoon of May 11 Floyd Gibbons, famous war correspondent and broadcaster for the Literary Digest Magazine, with E. Leslie Goodwin, of the New York office of Gar Wood, Inc., made a complete circuit of Manhattan Island in a 42-mile Gar Wood runabout in the remarkable time of 45 minutes, which bettered the existing record by 13 minutes. This former mark was set when Harold Chapman in his outboard motor boat, Big Ben, circled the island in the Pulitzer Trophy Race last summer in 58 minutes flat. Chapman's time averaged a little better than 30 miles an hour while Mr. Gibbons' record was made at an average speed of approximately 10 miles an hour better.

The Scripps-powered 42-mile Gar Wood runabout which made the circuit of Manhattan island in forty-five minutes

Floyd Gibbons and Virginia Gardiner, N. B. C. artist, in the runabout which set the 45-minute around-Manhattan record

The runabout was a standard model 40 Gar Wood, powered with a 200 horsepower Scripps. Starting from the foot of West 79th Street, they went down to river to the Battery, up the East River, into the Harlem, past Spuyten Duyvil, into the Hudson and back to 79th Street. Count Felix Von Luckner, the Sea Devil, on the stern of his yacht Mopelia at the foot of West 79th Street, with Larry Ruh, aviation pilot and writer, timed the start and finish of the trip.

After the run was made, the party ran over to the Brooklyn Navy Yard, boarded the United States Navy fleet flagship Texas and had tea as guests of the Admiral. Both Count and Countess Von Luckner were members of the party on this visit.

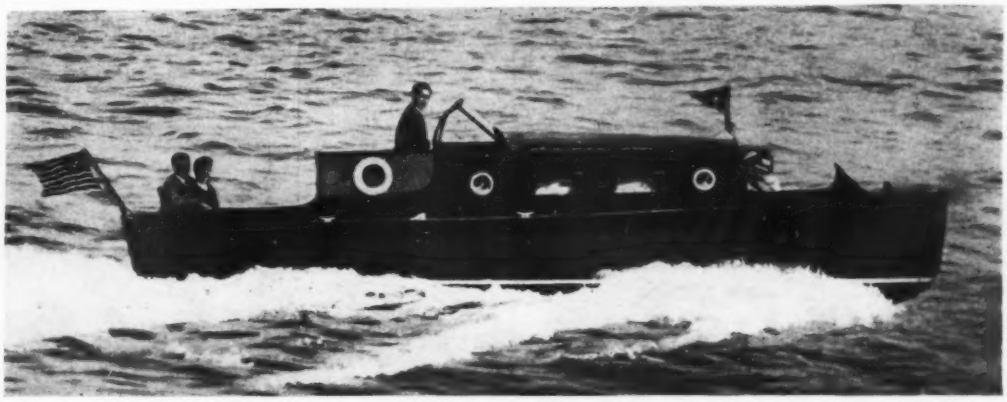
(*Continued on page* 170)

Advertising index will be found on 3rd last page

Be Our Guest on a Trial Trip

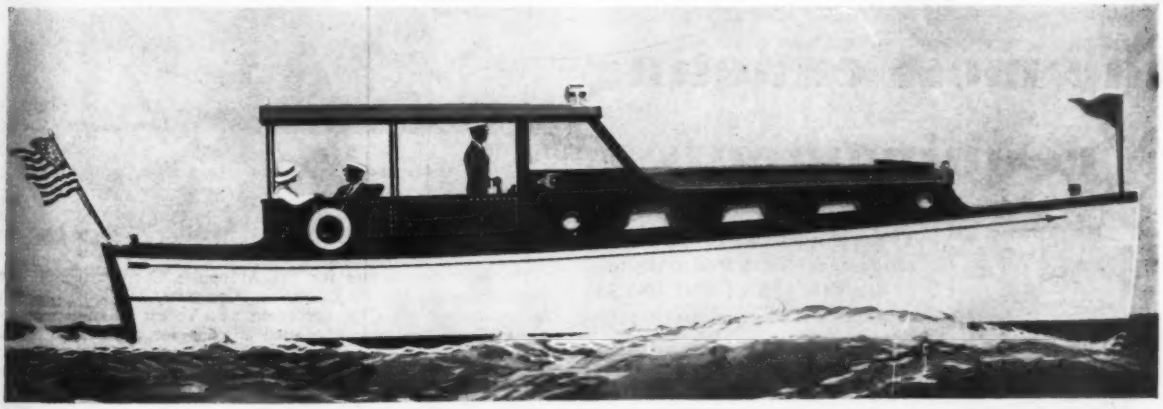
On the Hudson in Either of These

TWO SEAWOOD CRUISERS



THE SEAWOOD SUNSHINE CRUISER

HERE is the snappiest twenty-five foot cruiser to ever leave any ship yard. A craft styled right up to the minute in appearance and furnished complete for extended overnight trips. Among its many features are, large self-bailing aft cockpit; bridge deck protected by receding plate glass windshield; complete galley; sleeping accommodations; lavatory with latest sanitary fittings, and a self-bailing forward cockpit. Powered with 75 H.P. motor. Speed better than 20 miles per hour. And, the price is lower than you would suspect for such an elegant ship. Let us demonstate this cruiser for you.



THE SEAWOOD "32" DE LUXE

FOR those desiring a larger cruiser the SEAWOOD "32" DE LUXE offers an arrangement plan with sleeping accommodations for six together with many advantageous features not found on any other craft of equal size. Raised bridge deck, self-bailing aft cockpit, large all-enclosed galley, modern and spacious lavatory and two full length wardrobes. Headroom 6' 1" throughout. Speed 12 to 14 miles per hour.

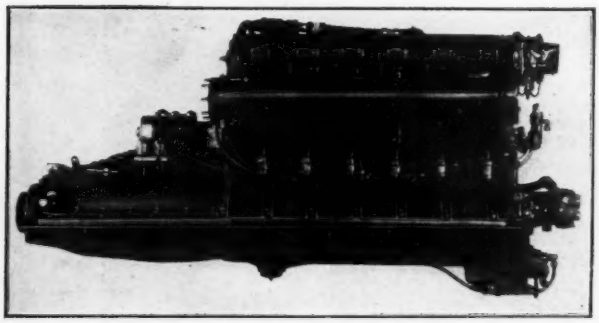
Write today for further particulars

Seawood Cruisers can be purchased on convenient monthly payments from income, distributed over one year.

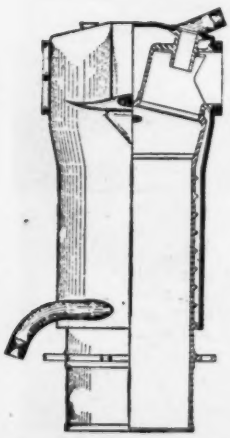
SEAWOOD CORPORATION

16 WEST 61ST STREET AT BROADWAY, NEW YORK CITY

Where Quality is concerned



VIMALERT
Marine Engines
meet *and exceed*
the most exacting
requirements



The cylinder water jacket arrangement (illustrated to the left) of the VIMALERT ENGINES is especially designed to indefinitely offset corrosion resulting from salt water contact and spray. The material used for these jackets is Armco pure iron of 9/64 inch thickness, chosen for its ability to withstand corrosion more effectively than any other metal that could be utilized in this instance. This is only one of the many exclusive features found in this sturdy, dependable power plant.

425 H.P. at 2000 R.P.M.—Weight 1800 lbs.

THE VIMALERT COMPANY, LTD.
835 Garfield Ave. Jersey City, N. J.

YARD AND SHOP

(*Continued from page* 168)

W. K. VANDERBILT BUYS SEA LYON

Howard Lyon, builder of the Sea Lyon, announces that sales for the first two months of 1930 were 50 per cent. greater than those for the corresponding period of 1929.

One of the reasons for this, Mr. Lyon believes, is that the number of Sea Lyons now in service in various parts of the country is kindling a desire for possession in the scores of prospective purchasers of fast boats who ride in them as guests. Naturally, therefore, as more Sea Lyons are sold, sales increase in direct proportion.

Among the recent sales of these fine boats is one to W. K. Vanderbilt, whose judgment of fine craft is backed by years of experience.

The newest Sea Lyon—Mr. Vanderbilt's fifth Sea Lyon, incidentally—will be used in tender service for the yacht Ara. Mr. Vanderbilt is only one of a great number of well-known yachtsmen who have purchased Sea Lyons on the strength of the excellent performance of one or more of the same make already owned.

One of the Vinyard 55s in a corner of the new shop which has been built to provide for increased production

AUTOPULSE DISTRIBUTORS

The new distributors for the Autopulse Corporation in New York State are the P. J. Durham Company, 244-250 West 49th Street, New York City, according to a recent announcement by Autopulse. They have appointed another for the New England territory—the William H. Flaherty Company of 48 Cunningham Street, Boston, Massachusetts. Both of these firms carry a large stock of pumps and parts and are in a position to give prompt service on orders and installations.

ANOTHER GOLD CUP ENTRY

A report recently received from the West Coat contains the information that Richard Loynes, racing driver of Long Beach, California, is building a Gold Cup boat to be entered in the Red Bank Regatta on August 16 and 17. Mr. Loynes' challenger will be powered with a 16-cylinder specially built Miller engine. Commodore Loynes also expects to bring two 151 hydros to compete at the same regatta for the National Trophy, which is one of those offered by the National Association of Engine and Boat Manufacturers.

According to present plans, Southern California will be represented by two or more outboards, making a complete team of boats representing that section of California in the major events at the Gold Club Regatta. One of the outboards, it was stated, is to be driven by H. C. Ferguson, champion outboard driver of the world.

(*Continued on page* 178)

Advertising index will be found on 3rd last page

SANDS PLUMBING FIXTURES

"as expected, in Elco CRUISERS

"Sands" and "Elco" are names that mean much in the pleasure boat industry . . . . they stand alike for quality construction and integrity of service.

For many years Sands Plumbing Fixtures have been standard equipment on Elco Cruisers. Elco popularity and unquestioned merit have done much to enhance the reputation of Sands Fixtures . . . . . Sands superiority and generations of prestige have contributed in no small degree to the proud position of Elco Cruisers.

No more convincing proof of the desirability of Sands Fixtures can be offered than this photographic evidence of their use on the handsome Elco 50-footer.

Eighty years of quality construction are back of Sands Fixtures . . . . that is why they are used as standard equipment by practically all the leading yacht and cruiser builders.

Order Sands Fixtures from your nearest representative and know that your plumbing is right.

New York City: The Durkee Company
New York City: W. & J. Tiebout
New York City: E. J. Willis Company
Boston, Mass.: The Wm. H. Gallison Co.
New Bedford, Mass.: C. E. Beckman Company
Philadelphia, Pa.: Marine Equipment & Supply Co.
Baltimore, Md.: James Walker Company
Baltimore, Md.: The Wm. H. Whiting Company
Chicago, Ill.: Geo. B. Carpenter & Co.
Detroit, Mich.: H. D. Edwards & Co.
Detroit, Mich.: Henry H. Smith Co.
Houston, Texas: Peden Company
Miami, Fla.: Hopkins-Carter Hardware Co.
New Orleans, La.: Woodward Wight & Co.
San Francisco, Cal.: Johnson & Joseph Company
San Pedro, Cal.: The C. J. Hendry Co.
San Pedro, Cal.: Marine Hardware Company
Seattle, Wash.: Pacific Marine Supply Co.
Portland, Oregon: Oregon Marine Supply Co.
Toronto, Ont.: John Leckie, Limited

Catalog on request

A. B. SANDS & SON CO.

20-24 Vesey Street **New York City**

Meteor

27 ft. All Mahogany Runabout
30 miles per hour - 8 cyl. - 115 H.P.
Carries ten persons comfortably
ALL SALT WATER CONSTRUCTION $1850
Price f. o. b. Piqua
Undeniably Greatest Value in the History of the Marine Industry

Direct sales eliminate 25 to 40% commission allowed agents or dealers

The Meteor compares most favorably with boats selling at $3,000

No other motor boat approaches the Meteor in its built-in value

Write Direct THE METEOR MOTOR CAR CO., Piqua, Ohio, U. S. A.

COLGATE WINS COLLEGE REGATTA

(*Continued from page* 33)

Below are given the summaries of the college and individual scoring. The complete race summaries will be found on pages 172 and 174.

POINTS SCORED AT INTER-COLLEGIATE OUTBOARD REGATTA—May 16-17, 1930

Colgate University—8,256 Total Points Scored

Driver	*Points*
Carl Arlt	1,407
Paul Arlt	1,481
William Crawford	5,368

Syracuse University—7,109 Total Points Scored

Stewart Nunnelly	5,085
Lyman Spire	2,024

Brown University—1,450 Total Points Scored

James Doran	1,450

Cornell University—2,355 Total Points Scored

G. L. Keuhn	2,355

Dartmouth University—5,101 Total Points Scored

J. Hamel	5,101

St. Johns University—1158 Total Points Scored

E. Haberl	1,158

St. Lawrence University—3,651 Total Points Scored

H. Welt	3,651

Rensselaer University—1,094 Total Points Scored

Bill Moore	1,094

New York University—1,100 Total Points Scored

Bob Hawse	1,100

Toledo University—2,135 Total Points Scored

J. Shufeldt	1,050
A. W. Amsler	1,085

Hobart College—1,946 Total Points Scored

S. Fontaine	1,946

Princeton—1,622 *Total Points Scored*

R. McCulloch	1,622

INTER-COLLEGIATE OUTBOARD REGATTA, LAKE SKANEATELES, N. Y.

May 16-17, 1930—All Races 5 Miles

CLASS B—DIVISION I

Boat	Driver and College	Hull	Motor	1st Heat Time	1st Heat m.p.h.	2nd Heat Time	2nd Heat m.p.h.	3rd Heat Time	3rd Heat m.p.h.	4th Heat Time	4th Heat m.p.h.	Total Points	Pos.
Bruno	James Doran, Brown	Baby Whale	Johnson	9:46	30.716	9:45	30.765	13:37	23.77	10:17	29.17	1450	1
Check	Carl Ardt, Colgate	Ashbridge	Johnson	10:31	28.526	11:07	26.986	10:49	27.34	10:22	28.93	1407	2
Little Fiji	G. L. Keuhn, Cornell	Faybow	Johnson	19:09	15.15	11:58	25.07	11:51	25.31	11:51	25.31	1193	3
Musketeer	E. Haberl, St. Johns	Hooton	Caille	16:11	18.45	17:53	16.77	—	—	11:48	25.41	1158	4
Buckaroo	S. Nunnelly, Syracuse	Brobeil	Johnson	—	—	—	—	9:27	31.74	9:09	32.78	800	5

CLASS B—DIVISION II

Toots	W. Crawford, Colgate	Ludington	Johnson	9:23	31.97	9:26	31.80	12:03	24.90	9:40	31.04	1522	1
Wild Indian	Jack Hamel, Dartmouth	Boyd	Johnson	12:47	23.47	10:17	29.17	10:17	29.18	10:16	29.22	1446	2
Hi-Hi-Hi	Lyman Spire, Syracuse	Century	Elto	—	—	—	—	13:08	22.84	9:32	31.46	724	3

(*Continued on page* 174)

Advertising index will be found on 3rd last page

A SAVING on every mile you run . . . . .

..and more power too!

Drain and fill up with EMPIRE PENN-DRAKE Marine Oil . . . it's the most economical oil you can find . . . scientifically refined from 100% pure Pennsylvania crude in grades for every marine purpose.

EMPIRE PENN-DRAKE proves its economy by the way it stands up under long [illegible] and [illegible] and re-proves [illegible] protection to your engine against [illegible] and strain [illegible] and more [illegible] power-plant service.

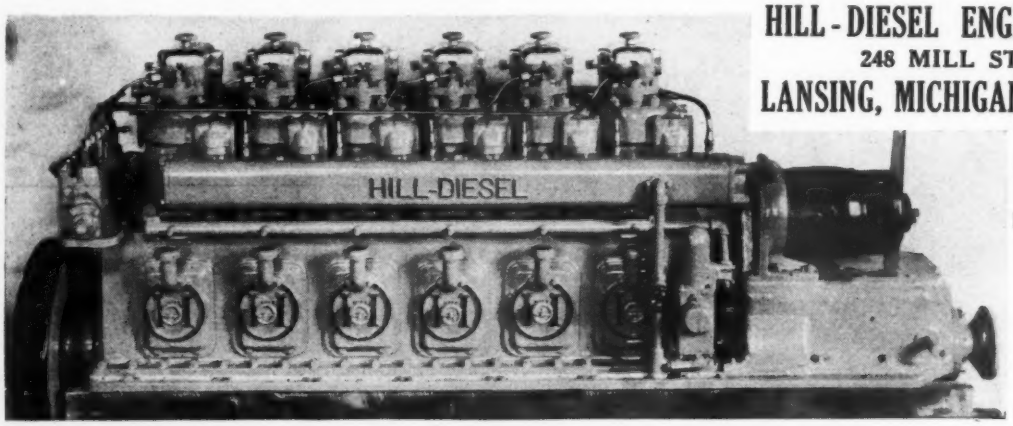
And because of the perfect *piston seal* it creates, EMPIRE PENN-DRAKE means more speed and power—smoother, more responsive action from any engine.

Drain . . . and fill up with EMPIRE PENN-DRAKE! It's the oil that most boat racers prefer for more power and greater economy. You use it for the same reasons!

PENN. VALLEY REFINING CO., Inc.
312 BROAD STREET, PROVIDENCE R.I.
BOSTON — WORCESTER — MIDDLETOWN
REFINERIES, TITUSVILLE AND KARNS CITY, PA.

HILL-DIESELS CHOSEN FOR AROUND-THE-WORLD CRUISE

Mr. Templeton Crocker's World-Cruising Auxiliary Schooner "ZACA" is powered with two Hill-Diesel Engines of 120 H.P. each and equipped with two Hill Auxiliary Engine-Generator Compressor units. Mr. Crocker contemplates entering his smart two-master in the California-to-Tahiti race this summer. This deep-water classic has for some years enjoyed the distinction of being the longest ocean race in the world. From Tahiti the new yacht will proceed through the South Seas to the Dutch East Indies, thence to the ports of Southern India, through the Red Sea to the Mediterranean. With two sturdy Hill-Diesels down below to take her through the doldrums the owner of the new schooner will have little to worry about.



HILL-DIESEL ENGINE CO.
248 MILL ST.
LANSING, MICHIGAN, U.S.A.

10 to 120 H.P.

Pump Injection Diesels

No Fire Hazard

Ask for Bulletin 60

COLGATE WINS COLLEGE REGATTA

(*Continued from page* 172)

INTER-COLLEGIATE OUTBOARD REGATTA, LAKE SKANEATELES, N. Y.—MAY 16-17, 1930

CLASS C—DIVISION I

Buckaroo	S. Nunnelly, Syracuse	Brobeil	Johnson	8:06 37.04	7:55 37.89	8:09 36.80	7:56 37.81	1600	1
Double Check	P. Arlt, Colgate	Homemade	Johnson	9:09 32.79	9:13 32.55	9:37 31.20	9:40 31.40	1193	2
Little Fiji	G. L. Keuhn, Cornell	Faybow	Evinrude	9:44 30.82	9:32 31.47	9:14 32.49	9:18 32.25	1162	3
N-562	Bob Hawse, N. Y. U.	Boyd	Evinrude	10:00 29.99	9:39 31.09	9:59 33.29	9:50 30.50	1100	4
Miss Cuff	Bill Moore, Rensselaer	Kelley	Evinrude	9:24 31.91	8:53 33.77	14:26 20.78	12:49 23.40	1094	5
M.S.L.V.	H. Welt, St. Lawrence	Homemade	Evinrude	9:01 33.32	8:33 35.09	9:11 32.66	— —	1046	6

CLASS C—DIVISION II

Toots	Wm. Crawford, Colgate	Penn Yan	Johnson	8:14 36.44	9:34 31.91	8:11 36.67	8:13 36.51	1600	1
Hi-Hi-Hi	Lyman Spire, Syracuse	Century	Elto	— —	— —	10:09 29.55	9:05 33.03	722	2
Wild Indian	Jack Hamel, Dartmouth	Boyd	Johnson	— —	— —	10:12 29.41	9:58 30.11	648	3

CLASS D—DIVISION I

Static	S. Fontaine, Hobart	Faybow	Johnson	8:36 34.88	9:41 30.98	9:27 31.74	10:51 27.64	1298	1
Miss St. Lawrence	H. Welt, St. Lawrence	Meeker	Johnson	— —	8:42 34.48	8:23 35.78	8:26 35.57	1161	2
Deke	S. Nunnelly, Syracuse	Brobeil	Johnson	7:11 41.78	8:45 34.28	8:35 34.95	— —	1085	3
Rowdy IV	J. Shufeldt, Toledo	Homemade	Johnson	7:33 39.74	7:50 38.30	11:28 26.16	— —	1050	4

CLASS D—DIVISION II

Wild Indian	J. Hamel, Dartmouth	Boyd	Johnson	7:52 38.14	7:45 38.71	7:46 38.62	8:06 37.03	1485	1
Flying Ellen	W. Crawford, Colgate	Penn Yan	Johnson	— —	8:35 34.95	8:06 37.03	7:27 40.26	1085	2
Rowdy IV	A. W. Amsler, Toledo	Homemade	Johnson	7:33 39.74	7:50 38.30	11:28 26.16	— —	1085	3
Turning Up	B. McCulloch, Princeton	Penn Yan	Johnson	7:45 38.71	— —	14:00 21.42	8:27 35.50	974	4
Hi-Hi-Hi	Lyman Spires, Syracuse	Century	Elto	— —	— —	— —	9:15 32.44	289	5

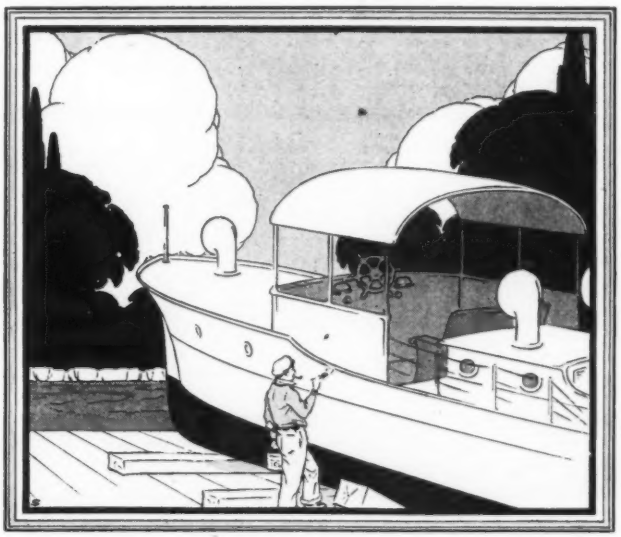
CLASS F—DIVISION I

Buckaroo	S. Nunnelly, Syracuse	Brobeil	Johnson	9:09 32.79	8:12 36.59	8:33 35.08	8:10 36.73	1600	1
Miss St. Lawrence	H. Welt, St. Lawrence	Meeker	Johnson	9:19 32.20	9:09 32.79	8:36 34.89	8:38 34.74	1444	2
Static	S. Fontaine, Hobart	Faybow	Johnson	— —	— —	9:33 31.41	9:01 33.32	648	3
Double Check	Paul Arlt, Colgate	Homemade	Johnson	— —	— —	— —	9:32 31.46	289	4

CLASS F—DIVISION II

Wild Indian	J. Hamel, Dartmouth	Boyd	Johnson	7:51 38.22	7:59 37.58	8:19 36.07	8:30 35.29	1522	1
Flying Ellen	W. Crawford, Colgate	Penn Yan	Johnson	— —	8:14 36.44	7:15 41.37	7:24 40.54	1161	2
Turning Up	B. McCulloch, Princeton	Penn Yan	Johnson	— —	— —	8:30 35.29	8:39 34.68	648	3
Hi-Hi-Hi	Lyman Spire, Syracuse	Century	Elto	— —	— —	9:27 31.74	— —	289	4

Paints of Sparkling Beauty



Economical Easy to Apply

Use Climax Paints—Save Time and Labor—and Secure the Finest Finish Available

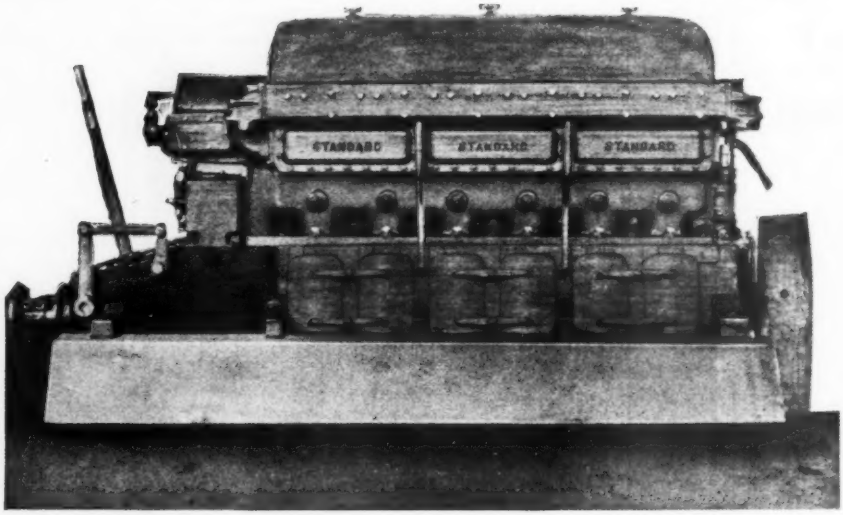
CLIMAKOTE, the most permanent flat coater, air dries rapidly. You can refinish your boat in half the time formerly needed. Three successive coats can be applied in one day. Climax Yacht White covers marvelously—never yellows, doesn't turn chalky, crack or peel. Climax Yacht Black is unequaled for depth and permanence—a glossy jet black unaffected by salt water—a real black that stays black. Climax Hard Racing Bottom paints provide the fastest and most permanent racing bottom finish. For a beautiful, durable, economical finish, use Climax paints. On sale from coast to coast.

THE CLIMAX CLEANER MFG. CO., CLEVELAND, OHIO

DISTRIBUTORS: *E. J. Willis Co., 85 Chambers St. and 67 Reade St., New York, N. Y.—Armstrong & Galbraith, Inc., 373 Fourth Ave. and 79 Barclay Street, New York, N. Y.—Stearns Marine Service Co., 40 Broad Street, Boston, Mass.—Weisgerber Paint & Varnish Co., 28 E. Larned Street, Detroit, Mich.—The C. J. Hendry Co., San Francisco, San Pedro and San Diego, Cal.—Pacific Marine Supply Co., Seattle, Wash.—Emil Aarup, 5111 South Main Street, Los Angeles, Cal.—Beebe Co., Portland, Ore.—J. W. Magnus, 155 King Street, Toronto, Ontario, Canada.*

CLIMAX BOAT PAINTS

NEW SIX CYLINDER DIESEL



Developed from our successful Four. 100 H.P. 750 R.P.M. smooth . . . flexible . . . un-failing . . . economical . . . compact . . . Simpler than gasoline engine . . . light weight . . .

Full Details on Request

STANDARD MOTOR CONSTRUCTION COMPANY

178 Whiton St. Jersey City, N. J.

STANDARD YACHT DIESELS

CALENDAR OF COMING EVENTS

(*Continued from page 28*)

August 2-10—Annual Chesapeake Bay Cruise of Riverside Yacht Club.

August 8-9—Third Annual Philadelphia Outboard Regatta on Schuylkill River for $6000 Sir Thomas Lipton trophy.

August 16-17—Canoe championships of Eastern Canoe Association, and Outboard and Speedboat Regatta, of Anchor Yacht Club, Bristol, Pa.

August 23—Annual Class Race to Trenton, starting 2 P. M. from Keystone Y. C., distance 25 n.m., finishing Trenton Y. C.

SOUTH JERSEY EVENTS

Martin N. Fritsch, Box 325, Mays Landing, N. J.

June 7—Reeds Beach, Delaware Bay.
June 15—Laurel Lake, Millville, N. J.
June 21—Atlantic City, N. J.
June 22—Somers Point, N. J.
July 4—Chestnut Neck, N. J.
July 5—Lu Lu Yacht Club, Atlantic City, N. J.
July 12—Wildwood, N. J.
July 19—Cape May, N. J.
August 2—Port Norris, N. J.
August 3—Avalon, N. J.
August 9-10—Stone Harbor, N. J.
August 16—Brigantine, N. J.
August 23—Ocean City, N. J.
August 30—Margate Longport, N. J.
September 1—Lower Bank, N. J.
September 6—Mays Landing, N. J.

CALIFORNIA REGATTAS

A. L. Bobrick

111 Garey St., Los Angeles, Calif.

July 4—Alamitos Bay, Long Beach, Calif.
August 10—Balboa, Calif.
September 9—Admission Day—Lake Merritt, Oakland, Calif.
November 29—Salton Sea, Calif.
December 6-7—Lake Elsinore, Calif.

ADIRONDACK REGATTA CIRCUIT

H. C. Eckert, Box 208, Saranac Lake, N. Y.

July 3-5—Albany Boat Club.
July 12—Canajoharie, N. Y.
July 19-20—Troy Motorboat & Canoe Club.
July 23-24—Speculator, N. Y.
July 26-27—Clayton, N. Y. (Thousand Islands).
Aug. 2—Long Lake Boat Club.
Aug. 2-3—Iroquois Yacht Club, Lachine, Quebec.
Aug. 5—Tupper Lake Speed Boat Club.
Aug. 8-9—Saranac Lake & Waterways Club.
Aug. 11—Lake Placid Boat Club.
Aug. 13-14—Rouses Point Boat Club.
Aug. 16-17—Westport Yacht Club.

A SIDE STEERER

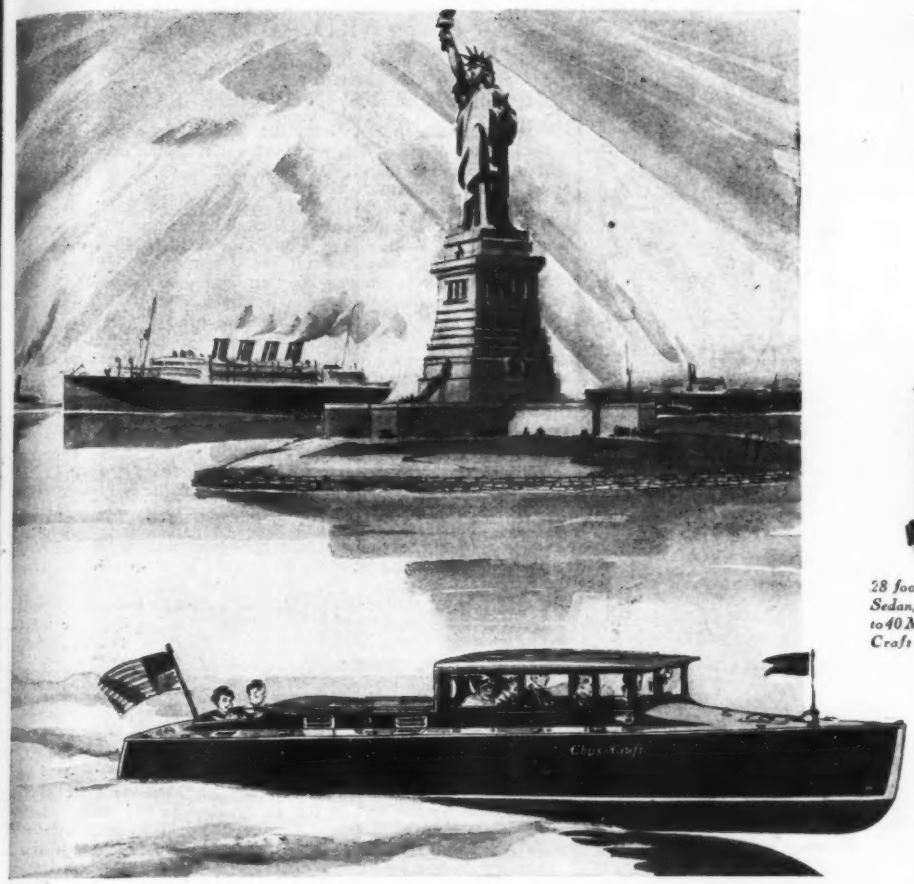
Wilcox, Crittenden & Co., Inc., of Middletown, Conn., manufacturers of boat fittings and marine hardware, have recently developed a Side Bracket Steerer for all types of outboard boats and small inboard powered boats of open design.

The new Wilcox-Crittenden Steerer places the wheel in the strongest part of the boat and does away with installation on the dash.

Boatmen will readily see that this has many advantages. First, it permits locating the steerer anywhere along the side of the hull to meet personal requirements. Second, it does away with a cramped position usually necessary when the wheel is on the dash. The Side Bracket Steerer can be placed on the side to allow maximum leg room for tall fellows. Third, the Steerer is instantly adjustable to various heights so that everyone in the family can drive the boat comfortably. A simple turn or two on a hex nut at the bottom of the column permits the device to raise or lower the wheel as desired.

This new Wilcox-Crittenden Side Bracket Steerer can be easily installed by anyone. Once installed, the steering action is sure and positive as it utilizes a roller chain and sprocket. This gives greater strength and eliminates tiller line slipping. Fourteen feet of Bowden Wire and casing is furnished with each steerer without extra charge, for remote control.

The new Side Steerer is low in cost, simple in construction, easily installed and gives positive control of the boat. The manufacturers report an enthusiastic response from boat owners to this new and convenient type of steerer.



28 foot All-Mahogany Cabin Sedan, 11 passengers, speed up to 40 M. P. H. 250 H. P. Chris-Craft marine motor, $6,500

1930 A CHRIS-CRAFT YEAR

Sweeping on to ever increasing leadership, Chris-Craft sales in 1930 have hit a new high level. Chris-Craft merchants regard the future with unbounded enthusiasm. They are busy and happy.

The ever growing family of Chris-Craft owners, staunch in their belief in Chris-Craft, have spread the stories of Chris-Craft goodness far and wide.

No wonder then that Chris-Craft sales are mounting to new records.

Never has such wide selection of models been offered by any motorboat manufacturer. Nowhere but through Chris-Craft can the new owner find a worldwide sales and service organization, international in character.

1930 is a year of progress for motorboating in general and Chris-Craft in particular. Get your boat now. Let your Chris-Craft merchant explain the 25 models in the 1930 fleet. New catalog may be had for the asking.

Lifetime Construction

Every Chris-Craft is built to last a lifetime. Keels are tough, thoroughly seasoned. Extra frames add strength. Engines are supported on full length risers so the whole boat absorbs both the shocks of engine operation and water action. Hulls are screw fastened throughout. Bottoms are double planked with lead-filled canvas between. Every construction detail follows the experience of three generations of boat building experience. In all the world there's no equal for endurance, dryness, seaworthiness, safety and long life. There is only one Chris-Craft—beyond substitution—a lifetime boat.

CHRIS SMITH & SONS BOAT COMPANY
386 Detroit Road - - Algonac, Michigan
New York Showrooms - 1 West 52nd St. at 5th Ave.

Chris-Craft

Leadership that is Ever Increasing

25 Models - Runabouts - Sedans - Commuters - Cruisers - Yachts - 17 to 48 feet - $1295 to $35,000

PERKO
Fig. 510
Fig. 474
Fig. 530
New Idea Lights
All the latest and best ideas in design and construction are found in "Perko" Running Lights and Marine Lighting Fixtures .... streamline designs with quick rebulbing features .... regulation lights for oil and electricity with convenient front opening doors .... dainty electric lights for outboards .... searchlights and cabin lights.
Because of their unquestioned superiority "Perko" Products have been selected as standard equipment for the finest yachts and runabouts. Ask your dealer for "Perko" Lights and Hardware Accessories .... he will gladly supply you.
Our new 68-page catalog will give you many new ideas .... it's yours on request.
Look for the "Perko" advertisement next month.
PERKINS
MARINE LAMP CORP.
194 Pitkin Avenue
BROOKLYN, N. Y.

YARD AND SHOP

(*Continued from page* 170)

POSSIBILITIES IN WATER TAXI SERVICE

It isn't often that America can take a lesson from our neighbors across the sea, but we must admit that Europe in general and the British Isles in particular have developed their water taxi business far more than America.

For instance, during this last summer, according to the Motor Boating World, an English boating magazine, there were 79 towns in the British Isles alone that had speedboat water taxi service. One company alone over a period of but five months carried 200,000 passengers over an aggregate distance of 100,000 miles, incidentally without a single accident. This company by the end of the season had 33 speed boats operating and is already planning a considerable increase in its 1930 fleet.

Compare this with America and we find but a very few isolated individuals who have but one or two boats, often rather decrepit affairs. And yet without exception these few individuals made huge profits last year really out of all proportion to the original investment and the little or no effort made to obtain business. Two very notable instances are brought to mind.

A certain party obtained the concession at a certain amusement park and bathing beach on the North Shore of Long Island Sound. Starting with but one runabout last spring, he found four and even five large runabouts unable to take care of the ever increasing demand for a ride in a speedboat. During the first summer this man took 35,000 paid passengers at the standard price of $1.00 a ride per person. The ride consisted of from ten minutes, when there was time, to but five minutes during rush days. This operator states that every passenger was more than satisfied with his ride, oftentimes stating that they had received more for their money than anything else in the amusement park. This man has many other interests, but is contemplating dropping some of his other business to devote more time to the most lucrative of the lot. Another instance is that of a man who borrowed $500 to make a down payment on a used runabout last spring. He started a small water-taxi business near Atlantic City, New Jersey, and, without other sources of income, by the end of the season he was the owner of three new runabouts of expensive make and had a bank balance in an Atlantic City bank of $15,000. It is understood that this operator is now in Florida operating a large water-taxi business there and is planning on starting the Atlantic City season with double the number of boats in operation.

Chicago, Illinois, has one of the few well-organized water-taxi companies in America. Regular service is maintained over certain routes in addition to regular Speed-Boats-for-Hire business. One boat dealer on the south shore of Long Island has built up a large business by renting out the used runabouts and cruisers that he has taken in trade. He is in this way not only able to make money on his used boats, but often sells the used boat to the man who rented it from him.

The type used most extensively are runabouts from 20 feet to 30 feet in length, although in England quite a few Seagulls, which are 4-6 seater, 16-foot stepless hydroplanes with Class C outboard motors, are in use. The recently announced 26-foot and 32-foot sea-going Sea Skiff runabouts, designed and built by Banfield, seating up to 20 persons comfortably and able to carry several additional passengers safely, will undoubtedly prove to be most popular as water taxis because of their extreme seaworthiness and spacious cockpits.

HADLEY BUILDS WINNERS

Cliff S. Hadley, of Ozone Park, N. Y., well known designer and builder of 151 class hydroplanes, started again this year with a clean winning in Florida and Havana, Cuba. His hydros won every race held this year to date.

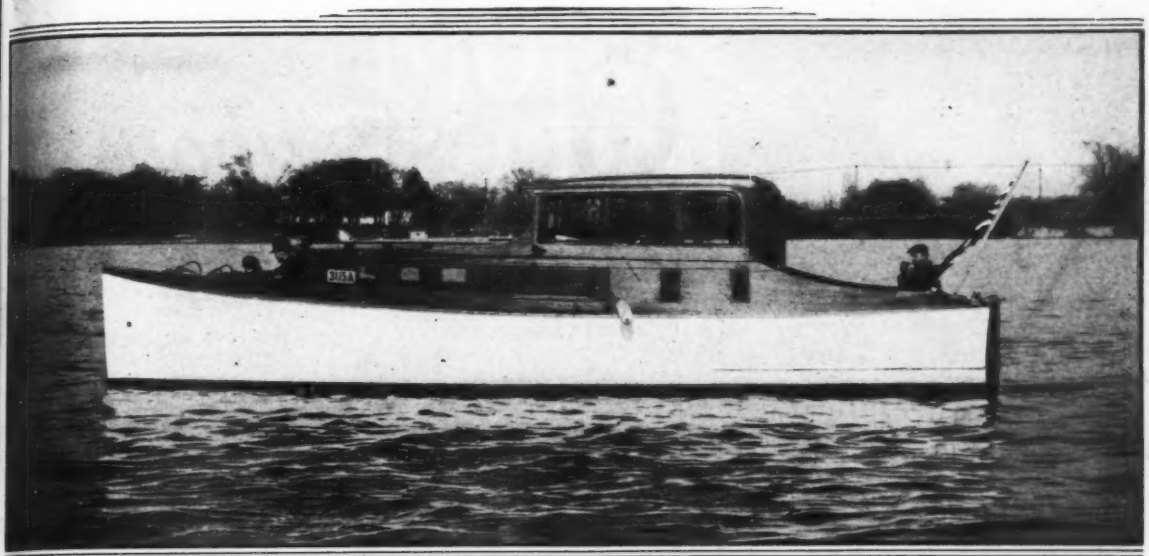
The trophies won with Hadley-designed and built boats are: Buckeye II won the Royal Poinciana Trophy, Palm Beach, Fla.; Bay Head II won Waldorf-Astoria Trophy, Miami Beach, Fla.; Bay Head II won the Ringling Trophy, Sarasota, Fla.; Buckeye II won Grand Free-for-all, Miami Beach, Fla.; Bay Head II won the $5,000 Gold Cuban National Trophy, Havana, Cuba; Buckeye II won Unlimited Trophy, Havana, Cuba; Meadowmere II won Governor of Florida Trophy, Miami Beach, Fla.

Meadowmere II is over six years old and still going strong. She has won many championships, among them the Gold Cup 151 at Red Bank, N. J., last year; the New York State Championship, 1927-28-29; the Atlantic Coast Championship, and many others.

Hadley has had twenty years experience in the construction of hydroplanes, and takes great pride in his work at his shop in Ozone Park, L. I. He has several 151 hydroplanes under construction for the coming racing season, and two large double cockpit two-step hydroplanes of the 625 class.

Advertising index will be found on 3rd last page

CORSAIR



The Corsair 36-Foot Enclosed Bridge Deck Model

WE COULD sing many a song of the thrill that comes when the bow of a Corsair tosses up the azure water in foam-specked spray . . . of the serene satisfaction as blue miles slip astern . . . of the wanderlust that springs from wandering winds . . . of the glow of pride that tingles when your Corsair's sleek hull slides among the lesser craft at anchorage . . . of . . . now wait a minute. We said we *could,* not we would. All we want to say here is to repeat this simple statement: The Corsairs . . . the open 36-foot model, the 36 with the exclusively created deck house, and the 30-foot Cruisader . . . are designed by famous naval architects, constructed by master craftsmen, of the finest materials obtainable, and sold to you on a basis of honest value for your investment. Wouldn't you like to know more about them? Let us send you a set of interesting photographs.

✓ ✓ ✓

All models have roomy open cockpits forward and aft . . . a round bottom hull that is super-seaworthy . . . four deep bunks in a lavishly finished cabin . . . a completely enclosed galley, with sliding buffet panel . . . a tiled and nickel-plated toilet room. The 36-foot models are distinguished by many ultra-desirable features, such as ice hatch opening on the deck . . . gasoline intake outside the guard rail . . . and patented Tattler device on instrument board which is a visible and constant warning signal of low gas and oil supply.

The Corsair 30-Foot Cruisader

CORSAIR BOAT COMPANY

Offices: 1030 Buhl Bldg., Detroit . . . **Yards:** Trenton, Mich., on the Detroit River

DISTRIBUTORS

METROPOLITAN NEW YORK . . S. Clyde Kyle, 1775 Broadway
BOSTON, MASS. . . . . Atlantic Radio & Marine Co., Inc. 20 Brookline Avenue
CHICAGO, ILLINOIS . . Corwith Cramer, 228 N. LaSalle St.

CORSAIR CRUISERS

DISTRIBUTORS

TOLEDO, OHIO . . . . . E. M. Littin, 2503 Broadway
SYRACUSE, NEW YORK . Chapin Buick, Inc., 375 Onondaga St.
PACIFIC COAST . . . . . S. Clyde Kyle, Rialto Bldg. San Francisco, Cal.

5 Quick Facts

1. *Easily recharged afloat.*
2. *Compact, easy installation.*
3. *Low-pressure operation.*
4. *Simple manual or automatic control.*
5. *Recharges in all ports.*

Are you inviting Guests *aboard?*

THE danger that exists to family, guests and boat in fire at sea can be easily averted by installing the new Pyrene Fire Extinguishing Systems.

Equipped with simple manual or completely automatic control these systems smother flame in vital ship fire hazards—engine, bilge or galley —instantly.

Quick recharging afloat guarantees fire protection always available. Simply pour a Pyrene recharge into the extinguisher and pump to 100 lbs. air pressure with the built-in pump. Then you are ready for a second alarm.

And Pyrene Liquid—identically the same recharge universally used for hand extinguishers—is obtainable in ports the world over.

You need never risk the safety of your guests. Descriptive literature on request.

Pyrene Manufacturing Company
NEWARK NEW JERSEY
ATLANTA KANSAS CITY CHICAGO SAN FRANCISCO

NEW PYRENE FIRE PROTECTION SYSTEMS

HOLL-CRAFT

Watercraft De Luxe

✦

Featuring
All Electrically Equipped
Diesel Powered
STEEL CRUISING YACHTS

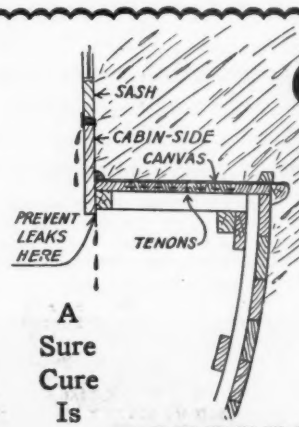
✦

"There is a Tiffany
In every line of business"

✦

FOR FURTHER PARTICULARS ADDRESS:

SHIPBUILDING & MOTOR EQUIPMENT, Ltd.
143 Tremont Street
BOSTON MASSACHUSETTS



cabin leaks!

A Sure Cure Is

Are Stubborn and Persistently Annoying

JEFFERY'S
C QUALITY LIQUID MARINE GLUE
Tenacious—Resilient—Durable

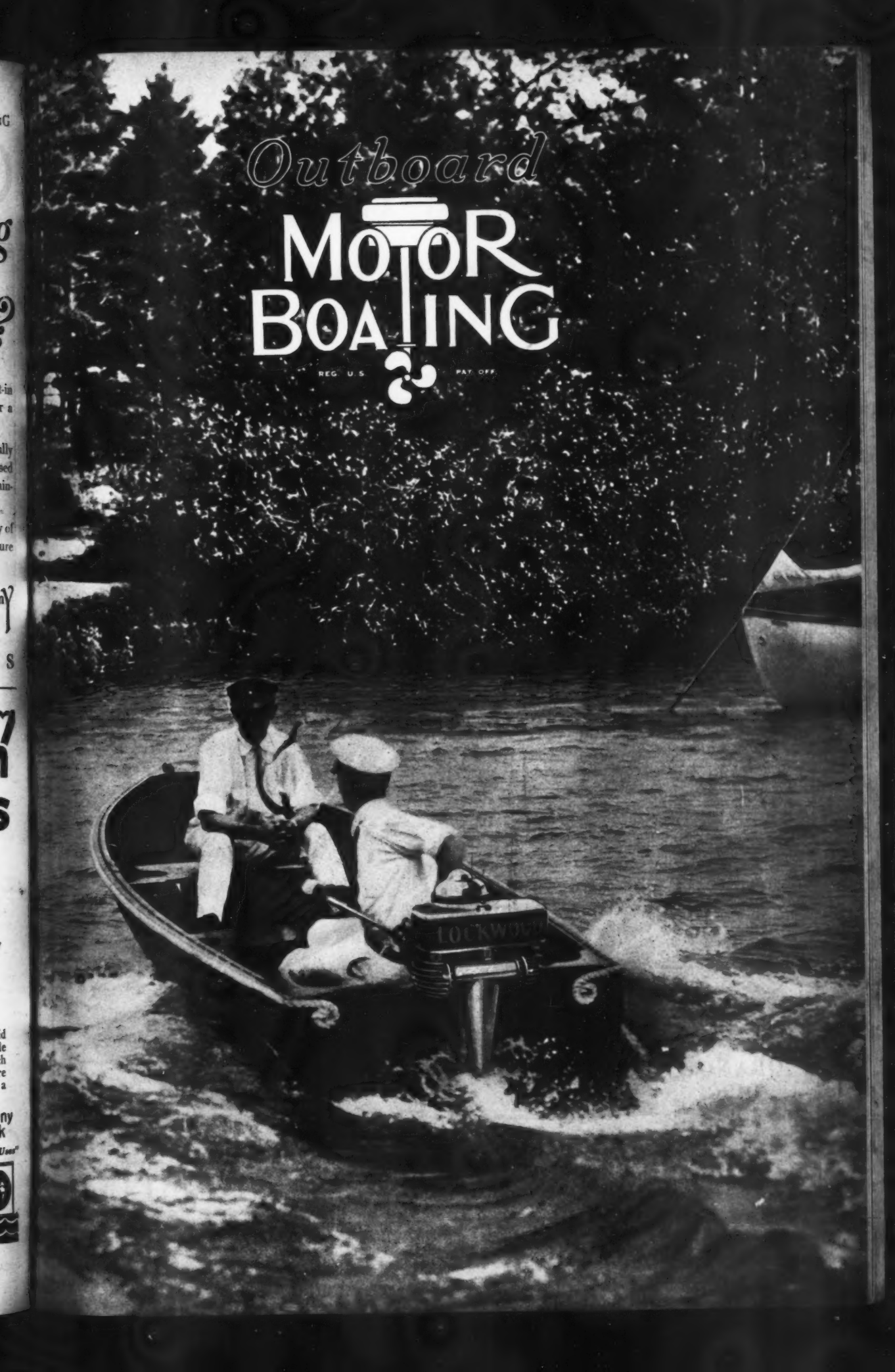
Lay canvas on deck with Jeffery's C Quality Liquid Marine Glue, running canvas about an inch up the side of the cabin house. Smear the sides of a one-inch quarter round with C Quality Glue and secure where cabin house and deck meet. You will never have a cabin leak after.

There is a **Jeffery's Glue** for any leak

At All Dealers *Send for free booklet, "Marine Glue Uses"*

L.W. Ferdinand & Co.
152 Kneeland Street, Boston, Mass.

Advertising index will be found on 3rd last page


Outboard
MOTOR
BOATING
REG. U.S. PAT. OFF.

MORE RECORDS...

with GULFPRIDE OIL 100 and GULF NO-NOX MOTOR FUEL

25 First Place
22 Second Place
22 Third Place

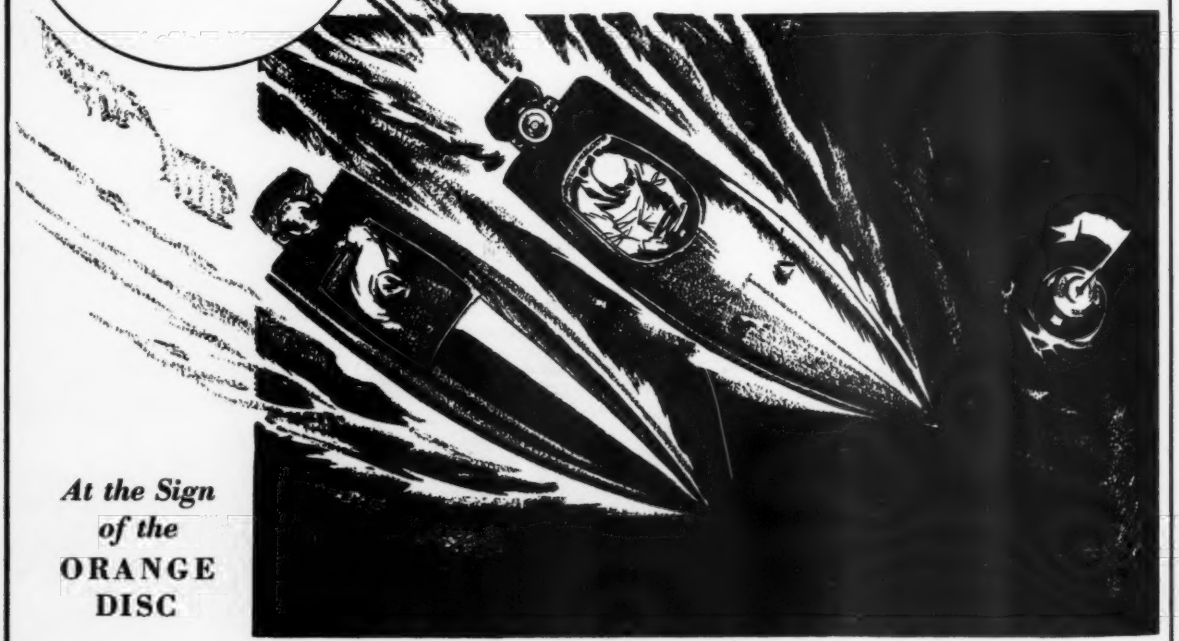
69 out of 93 boats to finish in the first, second and third places in races of the Florida Outboard Motor Association from November 10th, 1929 to January 6th, 1930.

Malcolm Pope, famous Outboard record holder wires from Florida: "We have never before had such perfect lubrication and engine performance as we have experienced this winter with GULFPRIDE and GULF NO-NOX MOTOR FUEL".

GULF

GULFPRIDE OIL 75 GULFPRIDE OIL 120
GULFPRIDE OIL 100 GULFPRIDE OIL 150
GULFPRIDE OIL 200

America's Finest Lubricants for Outboard Motors, Marine Motors, Aircraft and Automobile Motors.



At the Sign of the ORANGE DISC

GULF REFINING COMPANY

Advertising index will be found on 3rd last page

Outboard MOTOR BOATING

FIFTY-SEVENTH ST. AT EIGHTH AVE.
NEW YORK, N. Y.

Edited by
CHARLES F. CHAPMAN

JUNE, 1930

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HIGH SCHOOL CHAMPIONSHIP DECIDED

Under the auspices of the Southern California Outboard Association, a program consisting of fourteen events was run off in the new outboard channel at Long Beach, California, May 4. Included in these events was the race for the High School Championship. On the same course the previous day, the first Intercollegiate Championship had been successfully inaugurated.

The channel affords smooth water suitable for the outboards, and makes an ideal mile straightaway for speed trials, but owing to its narrow confines, the turns are too short for record speeds in distance competition.

Most drivers slowed down on the turns but Fergy took them wide open; in one heat he just grazed the mud bank and lost his fin.

A concrete roadway leading to the channel, which is at the end of Livingstone Drive, is under construction, and a grandstand and floats for the convenience of the outboards and officials, are to be built in the near future.

Two special stepless racing jobs, Firefly C-3 and Baby Brontosaurus C-65, driven by Charles Holt and Bill Lyon, respectively, placed first and second in the Class B, Division II event.

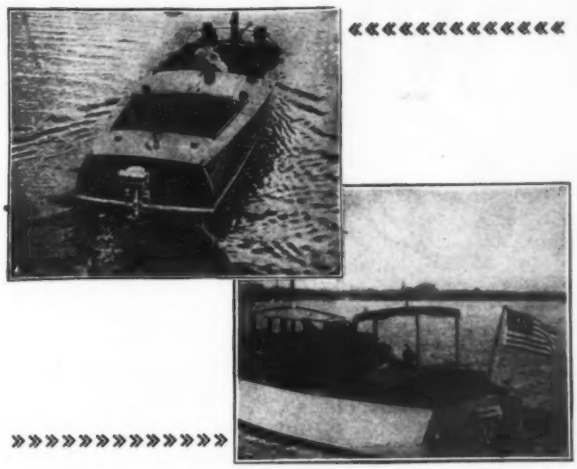
In Classes C and D, Division II, two standard Elsinore hulls, Blue Streak C-I and Vagabond C-37, driven by H. G. Ferguson and B. A. Wheeler, respectively, placed first and second.

The High School Championship was easily won by Charles Adams, driving the special racing unit, Baby Brontosaurus, while Raymond Turnbull, brother of Loretta, placed second, driving Sunkist Kid, a standard one-step hydroplane; Miss Petsyn was third and Salome fourth.

Class B, Division I, was taken by C. H. Schoneman's Zip; the Class C, Division I event by Ed Waugh's Trio; and the runabout race by Bizzie Buzz, driven by O. Robinson.

These boys are to be congratulated for the splendid line-up they made in the flying start; it was much better than the veterans usually do.

And now that both the Collegiate and High School Outboard Champions have been determined for 1930, we should observe rapid growth of the sport at all educational centers where water facilities are available. From our own experience, we feel assured that the development of this particular manly sport will furnish a new field of practical education embracing boat building and engineering, and also a most important branch of ethics wherein courage, bravery, quick accurate judgment, and self-control, under sometimes most harrowing and discouraging circumstances, are constantly in demand.



POWER *in Reserve for Every Emergency*

No need to row . . . or worry about a fouled propellor or dead engine. Not if you've got an outboard motor and a Savage Universal Bracket! This combination will provide an auxiliary power unit, entirely separate from your regular means of propulsion, and enable you to meet every emergency. And if you want to troll, you can travel by this means at a smooth, economical speed.

SAVAGE UNIVERSAL BRACKET

(Removable)

can be attached to either stern or side of sailboats, cruisers, runabouts and workboats, and will support any make of outboard motor. Easily stored when not in use and readily hooked up when needed. Write today for complete information about how to have an auxiliary power plant available at all times.

Dealers Wanted

Recommended by All Outboard Motor Manufacturers

SAVAGE BOAT CO., LTD.
585 BOYLSTON ST., BOSTON, MASS.

Sole Distributors

WIN WITH Century

Bang!

Century WINS:—2 Firsts—1 Third and a Fourth

In

Albany — Marathon — New York

After

Leading!

ENTIRE FIELD ALL THE WAY DOWN TO WITHIN TWO MILES OF THE FINISH

Speed — Strength — Stability

Hacker Designed — Century Built

CENTURY BOATS

The name CENTURY is known all over the world by the surpassing excellence of its craftsmanship.

As are all other Century famous Outboards and There is an entirely New Inboard—Ask about it

CENTURY BOAT CO.

MANISTEE, MICH.

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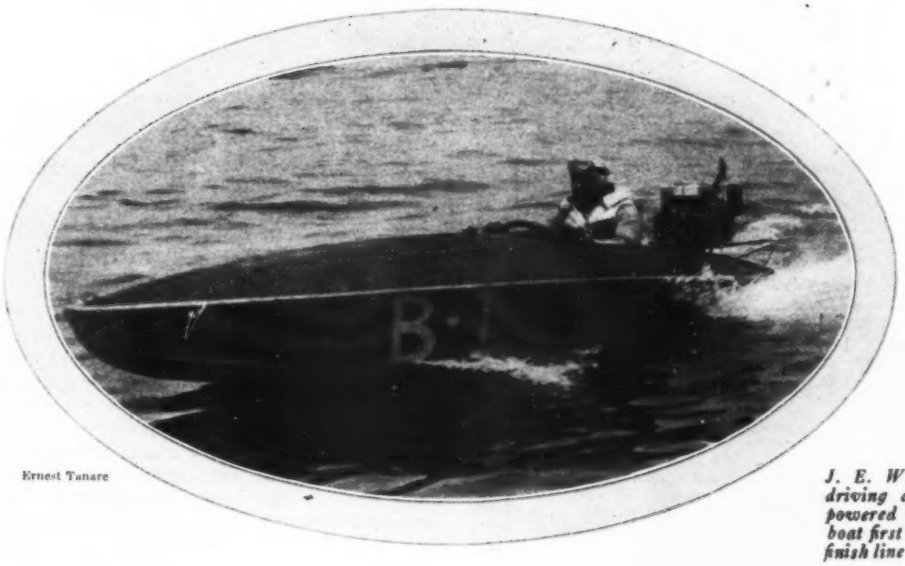
Outboard
JUNE MOTOR BOATING 1930



Ernest Tanare

J. E. Wilkinson driving a Johnson powered Ludington boat first across the finish line in 3:25:03

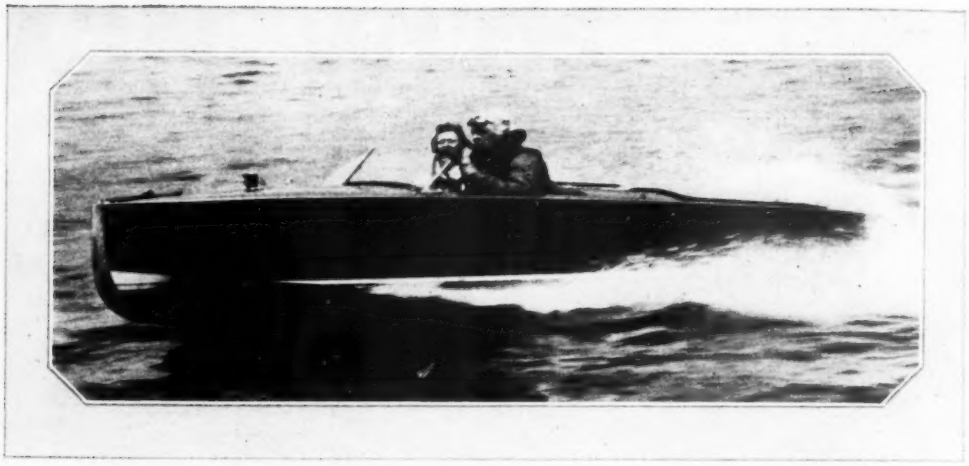
ALBANY NEW YORK RECORD FALLS

Vast Fleet Attempts Long Race—Eighty Reach Poughkeepsie and Fifty-Two Cross Finish Line. Three Break Former Record

MANY interesting lessons can be learned from the third running of the Albany to New York Outboard Race which was held this year on April 26. The Middle Atlantic Outboard Association handled and organized this contest which had for its principal prize the $500.00 cash award presented by Haynes Griffin, Inc. for Division III Drivers, while the Yacht Moteur Club de France International Trophy was to be awarded to the winner of Division II. Numerous other valuable prizes were also on hand for every conceivable class and style of boat so that there seemed to be enough to supply every contestant who finished with some form of prize.

This race really starts on the day before the actual contest. Many of the boat drivers take their boats to the starting line at Albany by the water route on the Hudson River and this has decided advantages in that it makes the driver familiar with the river to some extent and posts him on conditions he is likely to meet in the contest. The care with which the preparatory work is done has also a good deal to do with the chances of success in a long contest of this kind. Some of the drivers who arrived in Albany late in the afternoon of the day before the race with their outfits only partially assembled were doomed to failure before the start for the simple reason that they could not adequately complete all of the preparatory work necessary in the brief time remaining before the start. The experienced driver has his outfit in such shape that he can trust it to carry on for the full 132¼ miles, and by turning in early secure a good night's rest so that his physical condition

Wilkie tries hard to smile for the camera men after his trying run



Frank Wigglesworth driving the little 16-foot Dodge runabout to second place in that class

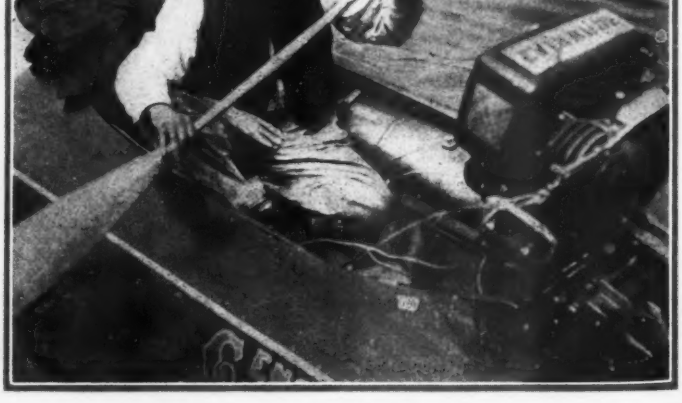
Young Bob Snadecki in his first race beats his veteran father by taking eighth place

will permit him to endure the strain of this grueling contest. Some of the first reports marked one boat as finishing in twenty-second position as unidentified. This driver crossed the finish line on the far side of the river and continued merrily on his way and did not stop until he sighted the Statue of Liberty 12 miles below the finish. Realizing then that he had passed his mark, he returned very much disturbed, and the Committee was then able to rectify its score sheets.

Many of the mishaps which were reported after the race was over can be ascribed to luck pure and simple. The outstanding example of this is the case of J. T. Milliken of St. Louis, who was driving a Century boat with one of the new Class F Evinrude engines. In a short time after the start he had succeeded in outdistancing all other competitors and arrived at Poughkeepsie 68½ miles below Albany in one hour and thirty-seven minutes. This is an average speed of better than 42 miles per hour and he was fully two minutes ahead of the next man at that point. He continued down the river maintaining his high rate of speed until a short mile from the finish line, when a floating piece of cloth was picked up in the water intake, stopped the water supply and crippled the engine through overheating. A mishap such as this comes under the head of hard luck since he had every chance of winning the race easily up to that time. It was variously reported from the observation plane which followed the contest that he was several miles ahead of the second boat, a Hooton, driven by B. Mackenzie, which in turn was many miles ahead of the next one. At the time of this early report, the winner, J. E. Wilkinson was not even among the leaders.

All classes and divisions had started together at six o'clock in the morning when the conditions on the river were assumed to be most favorable for this type of race. Wilkinson had difficulty at the start in getting his motor going and was delayed considerably. He also had further difficulties with water in his gasoline supply and it required desperate work on his part to

P. & A. Photograph



The unfortunate Milliken who almost had the race won until hard luck stopped him

The speedy Dee Wite runabout which won the runabout class

clear up these difficulties. He finally got going smoothly and came down the river at a terrific pace passing all contestants one by one, finally reaching the finish line in three hours, twenty-five minutes and three seconds, which bettered the previous record by about eleven and a half minutes. His time at Poughkeepsie was one hour and forty-nine minutes making his speed up to that point about thirty-eight miles per hour. Considering his late start and delay, he must have been traveling much faster during this period. Below Poughkeepsie, he maintained a better average of 40 miles while his figure for the full distance was 38.6 miles per hour.

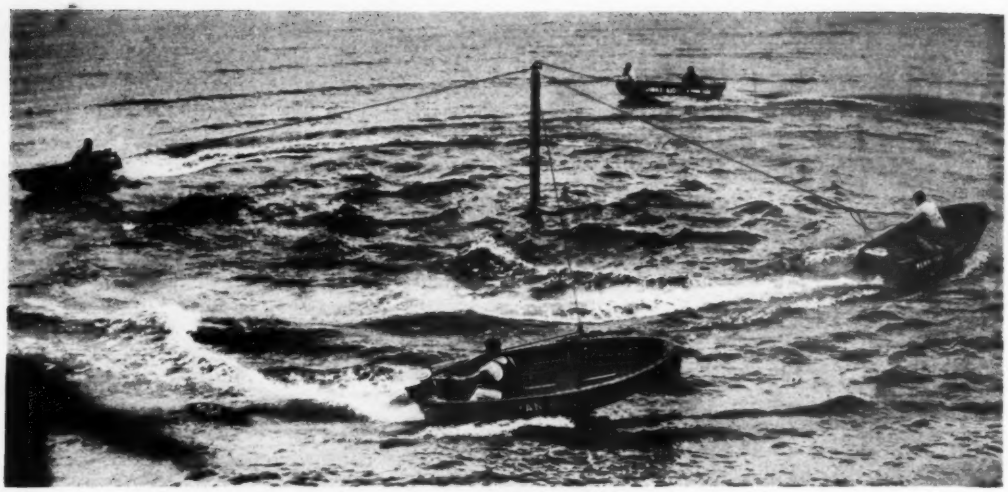
H. H. Johnson who took second place in Division III and below his Evinrude equipped boat Witchcraft

Careful observers of the results found that only one of the engines which finished was in a class larger than D and this was the fourteenth boat to finish, which was equipped with a Class F engine. All of the others in the larger classes fell by the wayside. Reliability and consistent running are as much factors in winning a race of this kind as phenomenal speed with occasional periods of rest. The second, third and fourth boats to finish were equipped with Class C engines

(*Continued on page* 206)

Frank James with his boat Spareribs came down from Canada to win the Division II race with a Johnson engine

Photographs by M. Rosenfeld



The outboard Merry-Go-Round in action with plenty of excitement

THE OUTBOARD MERRY-GO-ROUND

Newest Outboard Racing Stunt Furnishes Thrills and Excitement, Allows Competition on Small Bodies of Water and Supplies a Fine Test Ground Near Base of Supplies

A THRILLING outboard race of all turns—drivers rounding imaginary buoys, banking excitedly every minute, the boats always within a few hundred feet of the spectators; believe it or not, all this is possible under the new kind of outboard racing using a circular water track for a race course.

This was first tried in Florida recently when Malcolm Pope, Jack Kerr, Carl Ellis and Harrison Frazer drove four fast Penn Yan Speed Dingies around the course in a three heat race of 20 laps each, using Lockwood Chief Motors and traveling at a speed of better than 32 miles per hour.

Next Malcolm and Jack tried it using two Ludington Lightnings powered with Evinrude Speeditwins and after a real fast race, two jumping platforms were installed on the course and a hurdle race took place. After that Malcolm made a sensational demonstration for the news-reel photographers of consecutive jumping, by taking his Ludington Lightning over a single jump 17 times in succession. This new style racing is bound to become popular as it is easy to handicap faster boats and any number of B, C, and D, boats may race against each other at an even rate of speed, it all depending on the skill of the driver who the victor shall be.

It is founded on the principle of the Maypole and designed primarily to fill the following needs:

First: To give a thrilling race, which spectators can watch at a close view.

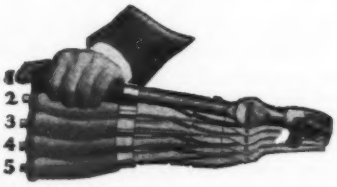
(*Continued on page* 212)

Malcolm Pope sets a record of seventeen consecutive jumps in his Evinrude powered Ludington Lightning

All Eyes are turning to CAILLE RED HEADS

. . . because of
Multi-Flexible Control

. . . because of
New Mechanical Advantages



More Reasons for CAILLE'S Outstanding Superiority!

Above is illustrated the simplicity of effecting the five speed changes by a simple movement of the tiller handle — three speeds forward, neutral, and reverse—true multi-flexible control. ¶ Other Red Head features include a new design power head, full ball and roller bearing construction, water-muffled exhaust, propeller that tilts over obstructions, centrifugal cooling—and electric starting, if desired. ¶ Extra light, portable, general utility, and racing models are available. See them at your dealer's, or write for catalog and full information.

BEGINNING with an enthusiastic reception by the boating fraternity at the New York Boat Show last January, Caille Red Head popularity has steadily soared. All eyes are turning to Caille Red Heads with endless stamps of approval.

The introduction of Multi-Flexible Control—three speeds forward, neutral, and reverse — and the many other superior mechanical refinements of Caille Red Heads, have been responsible for sales that eclipse any previous record in Caille history. And very naturally so. Red Heads give outboard fans exactly what they want—fast, convenient, and pleasurable water transportation. And they have responded with orders that have kept the Caille factory at peak production month after month.

Leading dealers in every territory will be pleased to show you the New Caille Red Heads. See this complete line at their showrooms — motors for every boat, for every boating purpose—racing, fishing, exploring, or general utility. Visit your Caille Red Head dealer today.

CAILLE MOTOR COMPANY, 6236 Second Blvd., DETROIT, MICH.

LOOKING INSIDE THE OUTBOARD ENGINE

The Work Which the Drive Unit of the Outboard Engine Is Required to Perform Involves Many Factors Which Have Been Successfully Solved By the Designing Engineers

By P. A. TANNER, M.E.

Part IV

THE Drive Unit of an outboard motor, sometimes called the Lower Unit, has four principal functions. It carries the Power Head or engine; transmits the power of the engine to the propeller which it carries; transmits the thrust of the propeller to the boat; and usually has attached to it the Stern Bracket which clamps the motor to the boat. It must have the strength and rigidity to withstand vibration, to sometimes survive the violent shocks of hitting under water obstructions at high speed, and to efficiently transmit large power to the propeller at high rotative speeds. It must be strong but light.

A very early type of motor had the single cylinder engine carried vertically just back of the boat transom, the crank shaft in a horizontal position, a pair of open bevel gears transmitting the power to a vertical drive shaft which in turn, through another pair of bevel gears drove the horizontal propeller shaft. Still another motor was made in the early days with a long flexible-type drive shaft and casing—the motor carried above the boat transom as is common practice now, the shaft taking a long curve to the rear with the propeller carried on its end. Until recently a motor was manufactured in both the single and opposed twin types with the long straight drive shaft projecting straight out from the crank shaft and downward into the water as shown by the sketch, Figure 16. This construction eliminated all gears, provided free tilting over obstructions, and permitted steering by swinging the whole motor from side to side. The thrust of the propeller, however, was upward as well as forward and this construction was not satisfactory for high power or speed.

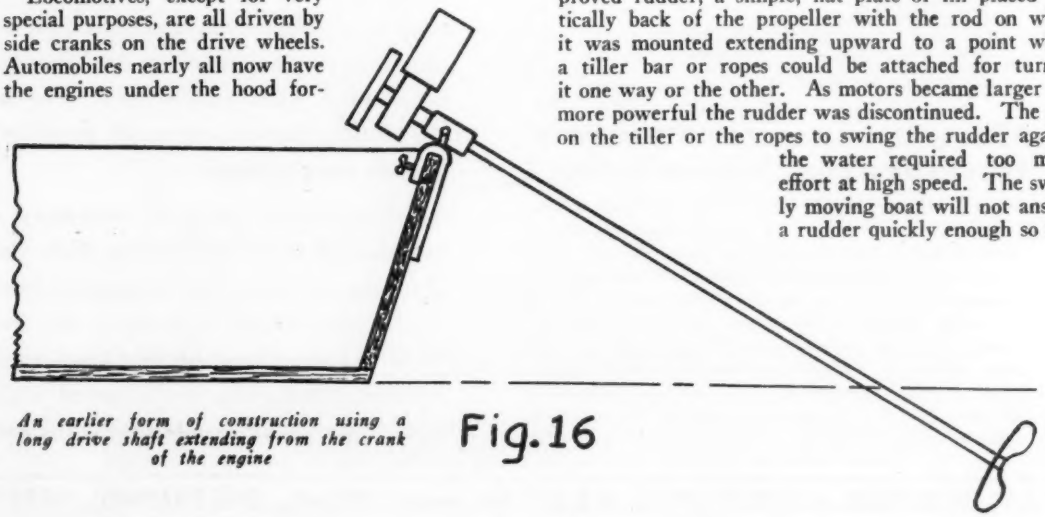
Locomotives, except for very special purposes, are all driven by side cranks on the drive wheels. Automobiles nearly all now have the engines under the hood forward and drive back to the rear axle. These constructions have been found most satisfactory under prevailing conditions. They have become standard.

Just so in outboard motors, the Power Head with the vertical crank shaft, the vertical drive shaft connected directly to it, the bevel gears at the lower end, driving the horizontal propeller shaft, have become standard practice. All well known outboard motors have this same general construction which is shown diagrammatically in Figure 17.

The engine *B* with its flywheel *A* is coupled to the drive shaft *D* at *C*. On the lower end of the drive shaft is the bevel gear *E* meshing with the bevel gear *F* which is keyed to the propeller shaft *H* carrying the propeller *G*. Figure 1 shows the relations of the parts looking downward.

The drive shaft *D* and the gear *E* rotate at the same speed as the crank shaft of the engine. But it is usual to make the gear *F* larger, with more teeth, than *E*, so that the propeller shaft runs at a slower speed. The reason that propeller efficiency is higher at the lower speed will be discussed later, but that is the reason for the speed reduction. The ratio of reduction varies with the size and power of the motor and the speed for which the motor is designed, but will usually run from a ratio of 12:21 which gives the propeller shaft a speed of 57 percent of motor speed, to a ratio of 15:20 which figures 75 percent, the average being in the neighborhood of 60 percent which is obtained with 15 teeth on the smaller gear *E* and 25 teeth on the larger gear *F*.

Two general methods of steering the boat have been widely used. The first outboard motors used the time-proved rudder, a simple, flat plate or fin placed vertically back of the propeller with the rod on which it was mounted extending upward to a point where a tiller bar or ropes could be attached for turning it one way or the other. As motors became larger and more powerful the rudder was discontinued. The pull on the tiller or the ropes to swing the rudder against the water required too much effort at high speed. The swiftly moving boat will not answer a rudder quickly enough so that



An earlier form of construction using a long drive shaft extending from the crank of the engine

Fig. 16

America's Finest Outboard Hull

See It At Your DeeWite Dealer's

Gleaming mahogany . . . beautiful nickel fittings . . . plate glass, nickel-trimmed windshield . . . beautiful lines . . . everything to give this boat all the appeal and attractiveness of an inboard-powered mahogany runabout in appearance, seaworthiness and ease of handling.

16 feet long . . . 4′ 6″ beam . . . mahogany and white oak construction . . . automobile type control . . . concealed motor well . . . seats five in comfort . . . capable of speeds up to 25 m. p. h. . . . unusually complete in equipment.

$535 (ready for motor)

One of 12 Dee Wite Models selling at $535, $985, $1185 and up to $2685, f. o. b. factory

Write for illustrated catalog

Dwight Lumber Company—Boat Div., Dept. 603, Detroit, Mich.

Accepted type of outboard construction showing power-head, vertical shaft, drive unit and bracket arrangement. Below, plan of the drive unit showing gear and bearing arrangement

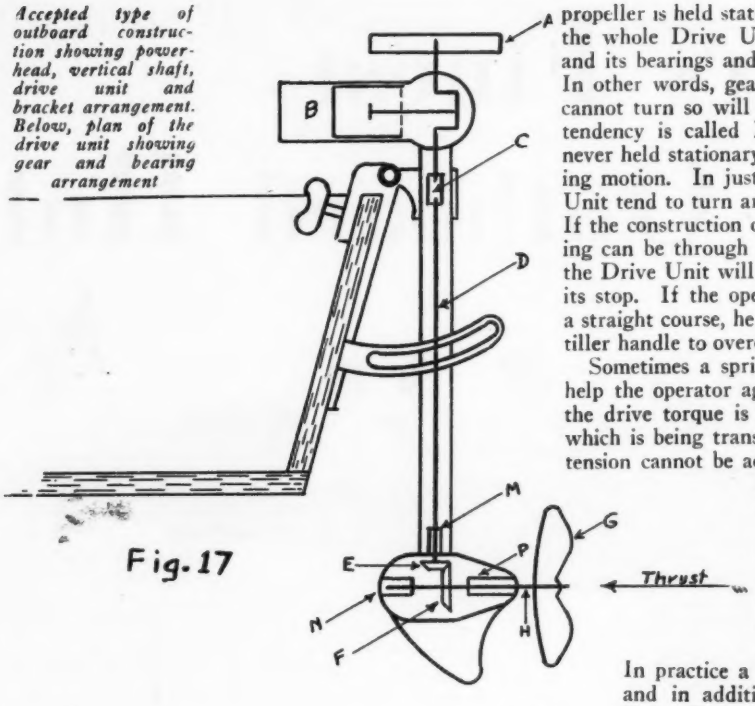


Fig. 17

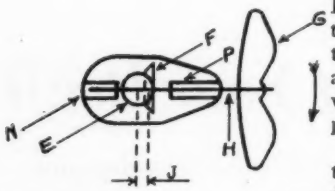


Fig. 18

a large turning area is required. The rudder acts as a powerful brake on the forward motion of the boat and slows the speed. And sometimes cavitation is produced.

Turning the propeller shaft so that the thrust of the propeller itself forces the stern of the boat around has come to be universal practice in American motors. This method of steering is accomplished in two ways. In some motors the Drive Unit alone is made to turn while the Power head remains stationary on the transom of the boat. This method was used years ago in some of the old single cylinder motors. At least two makes ranging in size from less than 10 cubic inches piston displacement to nearly thirty inches are steered in this way. The drive shaft casing is fixed to the power head in such a way that it can be turned through an angle of 45 degrees or more yet cannot slide up or down. The propeller thrust acting through an angle of 22½ degrees or more to the direction of the boat motion can turn the boat surprisingly quick. Of course if the angle is greater than this, the turning is even more rapid.

As in nearly every construction used in an outboard motor, this method of steering—turning the Drive Unit only—has its disadvantages. The action is somewhat difficult to visualize or to explain yet can be easily demonstrated. The gear *E* is turning rapidly in a horizontal plane, over to one side of its center—distance *J* in Figure 18—its teeth mesh with the teeth of gear *F*. Gear *E* is turning to the right—right hand, so the upper teeth on *F* turn to the right also and thus the propeller shaft is rotated. But imagine that the propeller is held stationary so that it cannot turn. Then the whole Drive Unit, including the propeller shaft and its bearings and the casing will turn to the right. In other words, gear *E* will keep on turning; gear *F* cannot turn so will move in a circle around E. This tendency is called Drive Torque. The propeller is never held stationary but the water does resist its turning motion. In just that degree, then, does the Drive Unit tend to turn around the center of the drive shaft. If the construction of the motor is such that this turning can be through an angle of only 45 degrees, then the Drive Unit will turn that far and come up against its stop. If the operator wants to hold the motor to a straight course, he must exert enough pressure on the tiller handle to overcome this turning force.

Sometimes a spring on the tiller handle is used to help the operator against the drive torque. But since the drive torque is exactly proportional to the power which is being transmitted to the propeller, the spring tension cannot be adjusted to compensate for this pull at all speeds. If the spring is strong enough to resist the drive torque at full power and speed, then it is too strong at anything less and the operator has to work against the spring. If the spring is about right for half power, then the operator must assist it at full power. In practice a compromise spring tension is used, and in addition, a friction device between the Drive Unit and the Power Head helps to hold the tiller handle in the position where the operator may wish it. This, however, makes steering a little more difficult. In spite of this one disadvantage, motors developing as much as 20 horse power use this construction successfully.

In this construction, the stern bracket is attached to the power head rather than to the drive unit. There is therefore little if any Torque Vibration in the tiller handle since the engine itself is held rigidly to the boat transom. The forces are there just the same, however. In this type, Torque Vibration is transferred to and absorbed by the boat where an annoying vibration may be set up; in the other type—where the whole motor swings to steer—Torque Vibration is in evidence in the tiller handle and affects the boat but very little.

In some motors the Drive Unit is connected directly and solidly to the Power Head. A sleeve around the drive shaft casing supports the whole motor and is in turn supported by the stern bracket clamped securely to the boat. The whole motor is turned to steer. Sometimes the motor may turn freely clear around through a whole circle in which case reversing as well as steering is accomplished, but more often the swing is limited to some 60 or 70 degrees which provides for very quick maneuvering. Drive torque as explained above still exists in this type, but is automatically cancelled out or absorbed so that the operator is never aware of it. The Drive Unit still wants to turn, but the drive shaft casing extending from the propeller shaft bearings to the power head is strong and rigid and cannot be twisted. The casing around the moving parts of the Drive Unit, therefore, itself resists the drive torque which causes nothing more than a tendency to twist this casing.

One great contributing factor to the popularity of the outboard motor is its ability to navigate shallow waters, where rocks, stumps, or other obstructions are encountered. The construction which permits free tilting of the motor has made this possible. Since the

Elto

THIS summer — take the folks you like and step aboard a snug, sleek runabout.

Slip off the mooring line, press a little starter switch — and with no more effort than *that* you'll foam away — 15 miles — then 20 — 25 — up to 30 miles an hour — miles that are enchantingly smooth and restful, yet more thrilling than top speed in a motor car.

Master of limitless domain! Steer where you will — on cool blue waterways miles wide — to sandy bathing beaches, to gay resorts or to picnic lunch in an inviting cove.

Forget reefs and shallows, too! Your tilting motor merely bobs its head at shoals that forbid passage to ordinary motor craft!

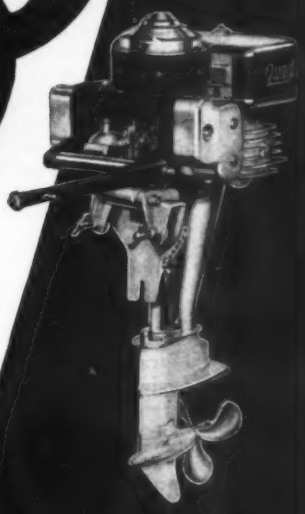
That's *one* kind of outboard motoring — the kind you will get with an electric starting *Quad* on a swift, comfortable runabout.

But there are scores of variations, for there is an Elto model that "fits in" with the playtime activities of every lover of the out-of-doors.

The *Senior Speedster,* in both electric starting and cord starting models is a most satisfactory power plant for medium sized runabouts or big family boats, and for auxiliary use on cruising yachts. The swift, sturdy *Service Speedster* for small runabouts and fast utility craft. The 3½ horsepower folding *Lightweight* or new *Fold-Light* where extreme lightness and portability are desired.

Send today for complete catalog on the Elto line!

ELTO DIVISION, *Outboard Motors Corporation*
Ole Evinrude, *President*
3183-27th Street Milwaukee, Wis.



QUAD
Price $345.00
Electric Starting
Model . . . $395.00

Senior
SPEEDSTER
Price $215.00
Electric Starting
Model . . . $280.00

Service
SPEEDSTER
Price $165.00
Underwater Silencer, Rudder at small extra cost.

motor is a single, self-contained, light weight unit it is not difficult to place a hinge on top of the stern bracket parallel to the top of the boat transom so that the drive unit may move upward and outward and the power head inward and downward. A protecting projection is usually built onto the bottom of the casing which encloses the gears and propeller shaft; this, striking bottom, or an obstruction, lifts the motor back and up, if necessary, as high as the bottom of the boat. The motor may be so balanced on the hinge that when not in operation it will remain in the tilted position, but when running in the water, the propeller thrust quickly returns it to its normal driving position. Adjustable friction is also sometimes provided at the hinge so the motor may be made to tilt as freely as the operator may desire.

The propeller thrust of a large motor driving a boat at 20 miles per hour or more is considerable, possibly as high as 300 pounds. A really hard blow against the gear case, a heavy shock to both the motor and the transom of the boat, is necessary to tilt a motor against the propeller thrust. The tilting feature, therefore, is of most value in small motors or when the larger sizes are throttled down to slow speed.

If a large motor is tilted high when under full power, the propeller thrust forces it back to position so rapidly and with such force that there is again a severe strain on the motor itself and the boat. The forward thrust of the motor is taken by the Thrust Block —an extension, rearward, of the lower part of the stern bracket. This is usually located about half way between the under side of the power head and the propeller shaft. The propeller thrust, and more particularly the shock resulting from a tilt, acts through a lever the length of the distance from the propeller shaft to the thrust block, tending to bend the drive shaft casing where it contacts with the thrust block. This leverage multiplies the force and concentrates it at the one point. The casing must be sufficiently strong and stiff to resist this bending action.

When operating among obstructions the operator should throttle his motor and proceed slowly. The free tilting construction is a safeguard like the bumpers on an automobile. Just as a bumper may, with caution and judgment, be used to push another car, so the operator of an outboard motor may throttle his motor, pull the motor into a tilted position, and thus navigate his boat in difficult waters. At other times, except when the motor is idle and is tipped up in order to beach the boat, the tilt is a valuable safeguard only.

If the ignition is timed properly—and also the mechanically operated rotary or other intake valve of a two port motor—the two cycle motor will run equally well in either direction of rotation. The early single cylinder motors were reversed by simply running the motor backward. Skilled operators could even reverse them on the spark by cutting out the spark, waiting until the motor was nearly stopped, then cutting the spark in again in suitable position to operate the motor in the other direction of rotation. Motors are still made with this provision. But in the larger sizes it has been rather general practice to either provide some other reverse means or forget it altogether. Even the larger boats operated with outboard motor power can be easily rowed or poled to a starting position. When running, there is little need of a reverse, unless both craft and motor are small and are being purposely operated in difficult positions. The reverse seems of little value in stopping a boat to avoid an obstruction since with directional steering by means of propeller thrust it is easier and by far quicker to change the course of the boat than to stop it.

Ignition devices are frequently made so that they will spark in but one direction of rotation—the rotation of the motor for reverse is thus prohibited. If this is not done the motor may sometimes start in reverse on a rebound from compression, or when the operator is pulling on the starting rope, and cause a back kick of damaging force.

In some motors the reverse feature is provided by building the motor so that it will turn clear around freely. With this type it is only necessary to turn the motor 180 degrees—the propeller is then pushing in the opposite direction. This method is very satisfactory in small motors. It will be noted, however, that when the motor has been turned half way, the propeller thrust is directly sidewise of the boat and not only has a tendency to change the course of the boat while in that position, but also exerts a considerable force tending to tip the boat. In a

(*Continued on page* 198)

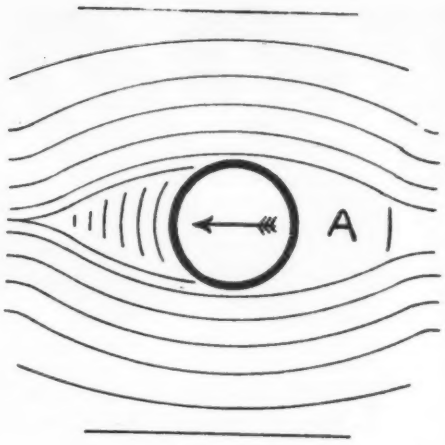


Fig. 19

The effect of forcing a round tube or shaft through the water creates an eddy behind it which allows an air stream to flow in and causes cavitation

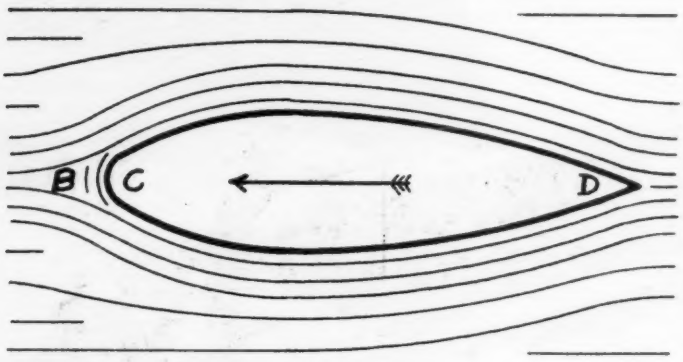
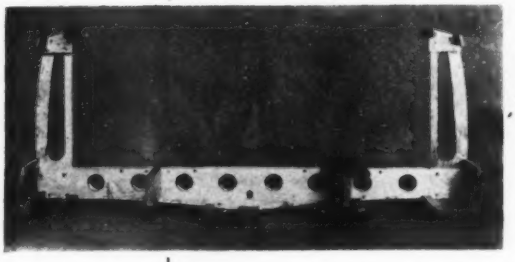


Fig. 20

An efficient streamlined form of under water parts. The leading edge may be blunt, but the rear end should come to a sharp edge

Airplane Type of Frame Construction Makes Chase-Emersons Lighter, Sturdier

Boats Are Roomier, Easier to Handle Because of Stern Drive Engine Installation



Famous Airplane Frame Construction used in Chase-Emerson Motor Boats

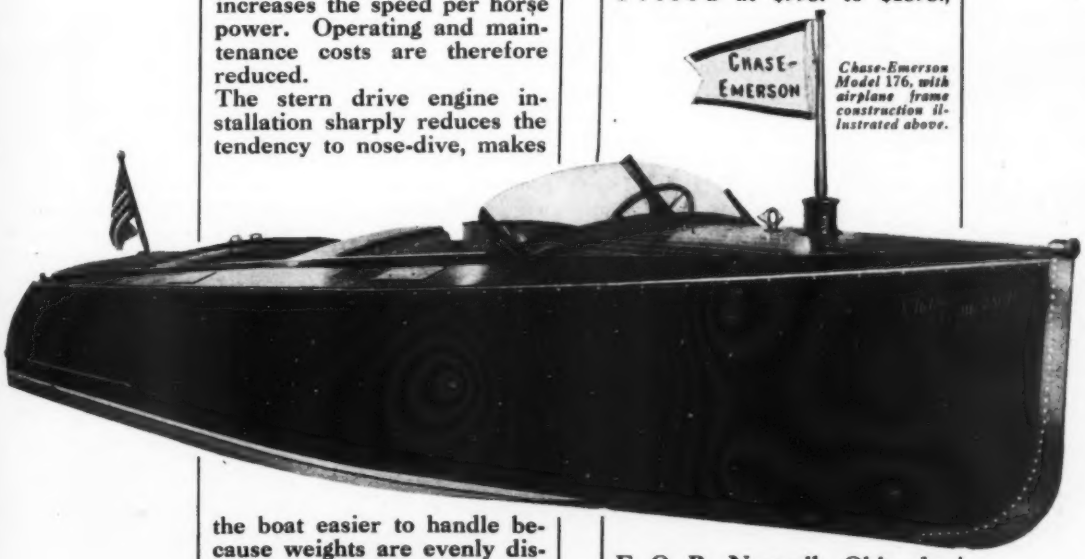
Lighter in weight per foot of hull, the Chase-Emerson revolutionary airplane type of interlocking frame construction produces a stronger boat and increases the speed per horse power. Operating and maintenance costs are therefore reduced.

The stern drive engine installation sharply reduces the tendency to nose-dive, makes the boat easier to handle because weights are evenly distributed, and permits occupants to sit together as in an auto sedan model. At all loads, a better planing angle is maintained.

Chase-Emerson motor boats remain dry because the higher freeboard amidship and forward affords greater protection from the water. They are roomier, too—one large cockpit, 6 to 7 feet from instrument board to engine bulkhead, depending on type of engine. Since motor is aft of seats, passengers are not annoyed by engine noises, fumes, etc.

Even when motor is idle, the broad surface of drive unit's lower part acts as a rudder for steering purposes. Ample room in engine hatch to work on engine. Self starter, reverse gear, ignition lock, and electric horn. Large storage space in two cockpit lockers and underneath all seats.

Priced at $995. to $1395., F. O. B., Norwalk, Ohio, depending on type of engine installation and size of hull, 16 ft. and 17 ft., 6 in. Send coupon for further information.



Chase-Emerson Model 176, with airplane frame construction illustrated above.

A. B. CHASE-EMERSON CORP.

11 West 42nd Street, New York City. Factory at Norwalk, Ohio.

RETURN COUPON!

A. B. CHASE-EMERSON CORP.
11 WEST 42ND ST.
New York City.

Gentlemen: Please send complete information regarding Chase-Emerson motor boats, with airplane type of frame construction.

Name.....

Street .....

City ..... State .....

William Feldhusen, Staten Island driver, who won the race around the Island with his Johnson powered Boyd Martin boat

Photographs by M. Rosenfeld

THE RACE AROUND STATEN ISLAND

Local Driver Succeeds in Taking First Place With Class C Outfit, Defeating Large Field of Contestants

A LARGE gathering of outboard enthusiasts assembled at the Richmond County Yacht Club on Sunday, May 18, to witness the third race for outboard boats around Staten Island. In spite of a cold, raw, rainy day the enthusiasm of the spectators and contestants was high and all looked forward to a thrilling contest. Twenty-two outboard drivers and six runabouts started promptly at 11 A. M. on their 36-mile trip. They were soon lost to sight and an innovation in outboard motor boat racing kept the crowd fully informed as to the position of the leaders and the others throughout the race. A radio equipped plane of the New York National Guard was in the air at the start piloted by Lieut. Ronald Appel. It circled over the boats and Lieut. David Grimes announced the progress as the race proceeded. It was only a very few minutes after the start that word was received through the loud speakers that two drivers had turned over not far from the start and this news was promptly relayed to Coast Guard patrol boats which went to their aid. Due to the chilly atmosphere and the cold water, their situation was not very pleasant and they were greatly relieved to be pulled out promptly.

Harold Chapman, driving his well known

(*Continued on page 214*)

Edith Dromm driving the little Van Blerck powered Sea Sled to victory in the runabout class

A group of Commodores and official who were instrumental in organizing and conducting the race

2¾ H. P. FOLD-LIGHT $145

3 to 11 miles per hour

3 to 45

7 H. P. FLEETWIN $155

4 to 25 miles per hour

14 H. P. FASTWIN $190

5 to 35 miles per hour

MILES *per* HOUR

20 H. P. SPEEDITWIN $220

6 to 44 miles per hour

22 H. P. SPEEDITWIN
Cord Starting $250; Electric $315

6 to 45 miles per hour

ELECTRIC STARTING

ELECTRIC starting, automatic generating, electric lighting—for years the dream of outboard engineers and boatsmen using outboards of the larger sizes — *now its true!* Ten times faster than human hands could spin it, Evinrude 22 h.p. Speeditwin whirls to an instant effortless start at the touch of a switch. No clutch to disengage, no springs, no gears, no grind—actually more simple than automobile starting.

All prices f. o. b. factory

——— a Model for You!

WHATEVER your favorite water recreation — fishing, hunting, aquaplaning, cruising, canoeing, racing or runabouting; whatever size outboard you plan into your vacation; whatever the craft you own or are considering; whatever speed range you wish, from 3 to 45 miles per hour—the correct answer is as near as your Evinrude dealer. If you do not know him, it will be a pleasure to give you his name and address.

Easy Terms as Low as $35 Down

Deposit approximately 25% of the purchase price and take six or eight months on the balance. Right now, invest only $35 and enjoy *Fold-Light*—carry it anywhere as easily as a suitcase. It f-o-l-d-s to only 11½x13¾x17 inches and weighs only 29 pounds. Or choose 7 *H. P. Fleetwin*, requiring only $45 down.

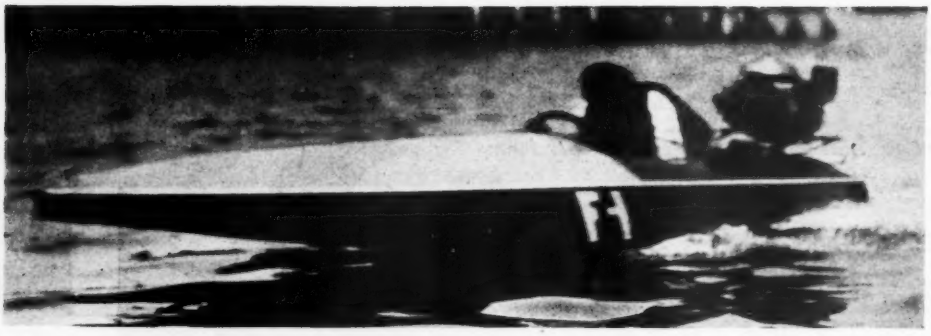
Here is another outstanding value! Evinrude *Fastwin!* Only $50 down. Full 14 horsepower, easy starting, underwater silenced, Propello-Vacuum cooled, and with ball and roller bearings on connecting rods, crankshaft and drive and propeller shafts.

Then there's Evinrude *Speeditwin*, world's champion in its class, and built in two sizes—22 and 20 H. P., at $250 and $220 with cord starting. Electric starting, 22 H. P. only, $315. Down payments $60, $60 and $75 respectively.

Write for free copy of 24-page Evinrude Year Book describing all models in detail.

EVINRUDE

EVINRUDE DIVISION, Outboard Motors Corporation
533-27th STREET OLE EVINRUDE, *President* MILWAUKEE, WIS.



The racing models have a habit of placing high in speed contests

POPULAR RACERS AND RUNABOUTS

Ever-Increasing Demand for Fast Century Speedsters and Family Runabouts Calls for Plant Expansion

ANTICIPATING the biggest season in their experience in the manufacture of fast and successful racing outboard hulls and runabouts, the Century Boat Company of Manistee, Michigan, are entering upon a greatly enlarged program for the coming year, which will involve the manufacture of more than 3,000 boats during 1930, over 700 of which will be produced between May 10 and June 10. The expansion of their program has already necessitated the building of an extension to the plant with 10,000 square feet of floor space, to be used solely as a paint shop, while another portion of the existing plant is being rebuilt to provide better facilities for temporary storage and shipping.

During this process of expansion, production is going ahead full speed on the six Century outboard models and one of the inboard types. Three models are included in the group of racing outboard hulls—the little 10-foot 8-inch Midget, the 12-foot 8-inch Cyclone and the 14-foot Hurricane. These are built to meet the racing rules for classes A, B and C, and D and E, respectively and each has to its credit a long string of victories in important regattas throughout the country. Among the more recent wins were those made in the Albany-New York Marathon in which Century hulls secured two firsts, one third and one fourth.

Safety features are stressed in Century hulls and in both the Midget and Cyclone, the construction embodies a safety factor known as a non-trip chine, which permits the boats to be driven around hair-pin turns at wide open throttle with absolute assurance of freedom from capsizing. At speed they run in perfect balance on a flat planing angle which enables them to develop the last mile of speed of which the engine is capable. The Hurricane is the big D and E class hull built with extra stiffness to carry the (*Continued on page* 220)

The Scamp is a substantial family model, capable of high speed with stock motors

The 17-foot Sea-Maid is driven by a Caille power head and Hacker drive

Five passengers find comfort in the Hacker-designed Traveler De Luxe

The BULLET—Junior 150 pounds for B, C motors, $260; Senior, 190 pounds for D, E motors, $275; Both 12 foot.
the BULLET
AMERICA'S MOST RIGIDLY BUILT FAST RACING HULL
the KING FISHER
ALL AROUND LAKE MODEL FOR FISHING OR FAMILY
The KINGFISHER—Junior, 14 ft. Seats 6, price $225; Senior, 16 ft. Seats 9; price $250.
BOYD MARTIN BOAT CO.
DELPHI, INDIANA

WHERE Young America has the say so—it's a BULLET. The BULLET'S built for youth—built for fast, lightning speeds—built for forty and upwards.

Racing fans like the fast lines—the snappy looks of a BULLET. Too, they like its in-built ruggedness, the fact that it can take and stand the gaff of waves and wakes—the severest tests a racing boat is put to.

Look to the 1930 BULLETS for racing laurels. Ask about their built-in stabilizers. Look for the patented Boyd-Martin reinforcement feature—two metal stringers anchored to the transom and six stations forward.

The KINGFISHER'S the boat for family use—for fishing—for the youngsters. Two models, a 14 foot and a 16 foot, fit every lake need. The nearly flat bottom, round bilge and flare bow make for safe, comfortable water travel. They'll always ride an even keel in rough waters or shallow. Mahogany decks and seats. Beautiful, natural finish.

Write for fully illustrated catalog describing these and other Boyd-Martin boats. Use the coupon below!

DEALERS: *A real merchandising plan for profit building backs the Boyd-Martin franchise. Write for particulars.*

BOYD-MARTIN *Boats*

BOYD-MARTIN BOAT CO.
1084 Lee St., Delphi, Indiana
Send catalog showing new 1930 boat models—racing, runabout and family boats.

Name_____
Address_____
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Parker Cramer, famous airplane pilot, operating an Evinrude on an exploration boat during the recent Hearst-Wilkins Antarctic Expedition

THE MONTH WITH THE OUTBOARDS

Items of Particular Interest to Followers of the Sport

WILKINS RELATES OUTBOARD EXPERIENCE

THE strangest place in the world for an outboard motor would seem to be the frozen wastes of the Antarctic Continent. Yet so ubiquitous have these aids to human comfort, convenience and pleasure become that no expedition traveling by water is completely equipped without one.

It was years ago—in 1913—when with the Eskimo in the Arctic Ocean that I first used an outboard motor and our little Evinrude was in those days a thing of wonder to the people of the north. We fitted our Evinrude to their Umiaks (large women's boats) and small canoes and traveled the Arctic coasts for hundreds of miles. The Eskimo saw the advantage of the engine over their method of paddling even though the paddling was mostly done by their women. Today there is hardly a family of Eskimo along the Alaskan shore which does not have an Evinrude attached to its seal-skin boat.

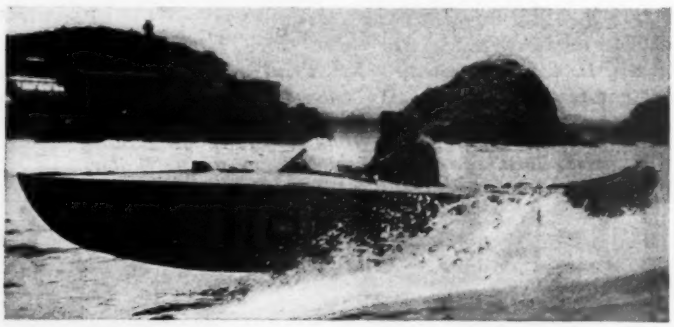
I profited by the use of outboard motors in the Arctic not only when traveling by boat for when I arrived at Point Barrow to prepare for the flight across the Polar areas to Spitzbergen, I made use, when on the ground, of an Evinrude to generate power for my short wave radio transmitting set. With the propeller removed and with the shaft in a tub of water so that we might have water cooling, and with a belt running from the flywheel of the motor to the generator, I sent out the first short wave messages ever to be sent from that area. That achievement encouraged the Government to establish a short wave radio station at Point Barrow. Whether they still use the Evinrude for the generation of the radio power I do not know but the pioneering work the motor did has been productive.

It is not surprising therefore, that when I realized that in the Antarctic we would need with our seaplanes some light convenient form of power I turned to my old friend, the Evinrude, for service. There are of course great improvements in the outboards used today over those I used seventeen years ago and we found their serviceability, handiness and reliability improved, if that could be possible.

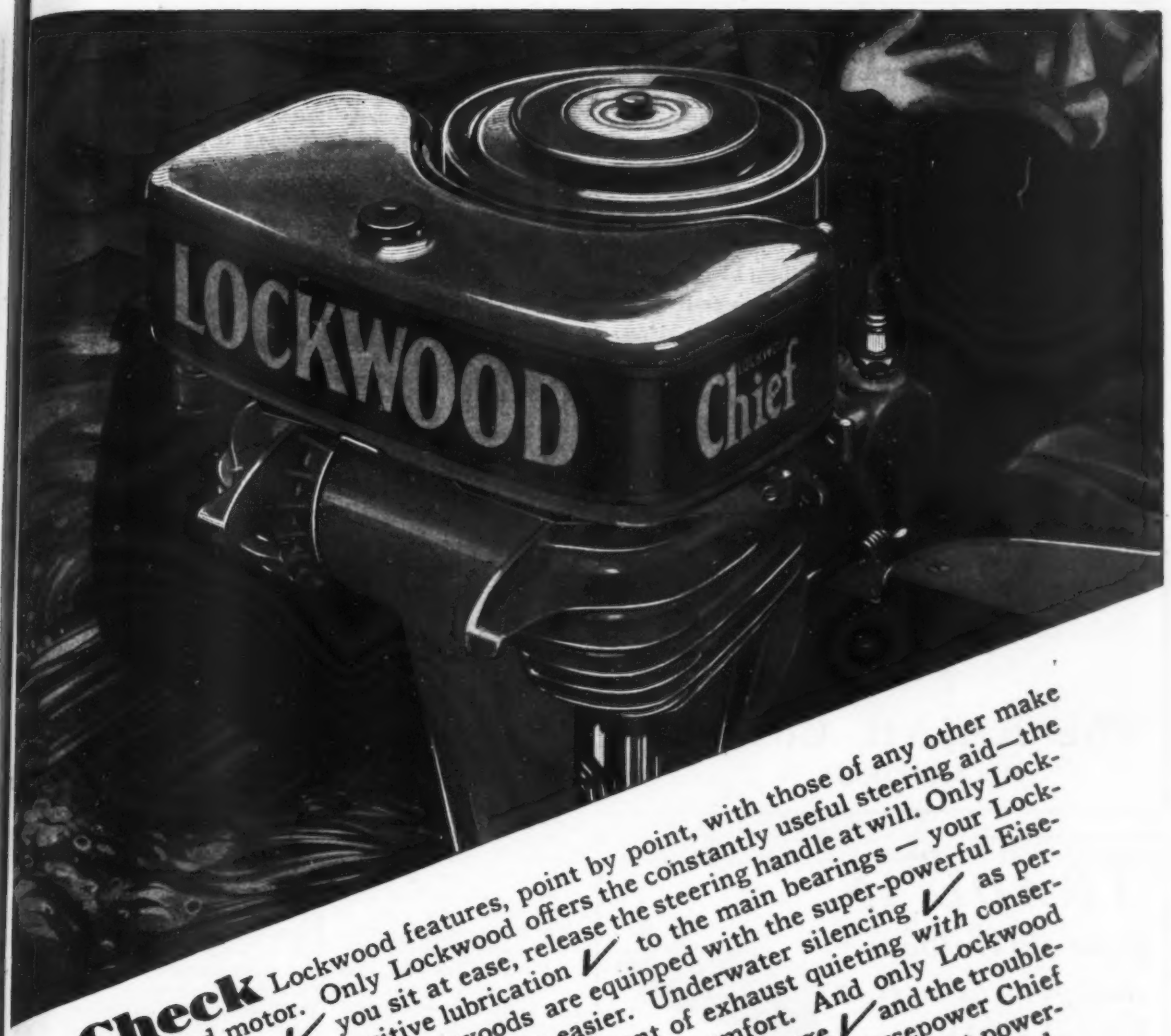
We used our Evinrude this year to propel our small boats around about the icebergs and to visit the penguins in their homes upon the icebound shores but the greatest service they were to perform would hardly be guessed by a motor boat man in a hundred years. The real service we wished the motors to perform was to propel our seaplanes from the inner harbor of Deception Island so that we might escape from the millions of birds which flock around the Whaling Station which was our base. These birds are so thick in the water that it was impossible to use our air propeller. We tried once to move our planes under their own power through these myriads of birds but so thickly did they rise that we killed and slashed many of them to pieces before the airplane engine could be stopped.

Landings in the harbor were faced with the same sort of difficulty so with our outboard motors we were to drive our seaplanes to and from the open water. Notwithstanding the freezing temperatures and the surrounding icebergs, the Evinrudes gave us, in areas ranging to within 1200 miles of both the North and the South Poles, splendid service.

(*Cont'd on p.* 218)



Crang and Oppie, two California men, entering San Francisco Bay in their 19-foot outboard runabout after a 659-mile ocean run from San Diego



Check Lockwood features, point by point, with those of any other make of outboard motor. Only Lockwood offers the constantly useful steering aid—the Lockwood Pilot ✓ you sit at ease, release the steering handle at will. Only Lockwood provides direct, positive lubrication ✓ to the main bearings — your Lockwood lasts longer. Only Lockwoods are equipped with the super-powerful Eisemann magnetos ✓ your motor starts easier. Underwater silencing ✓ as perfected by Lockwood is the highest development of exhaust quieting with conservation of full motor efficiency. You ride swiftly, in comfort. And only Lockwood gives such features as the convenient one-glance gasoline gauge ✓ and the trouble-proof back-pressure relief without one moving part ✓ The 14 horsepower Chief is priced at $190.00; with electric starter, $255.00. The Ace, swiftest, most powerful motor in its class, $170.00. And Fold-Light, world's lightest twin outboard, $145.00. Write today for the Lockwood catalog.

LOCKWOOD DIVISION, Outboard Motors Corporation
2623-27th Street, Milwaukee, Wis.
OLE EVINRUDE, *President*

LOCKWOOD

More Power to Your Motor

Thrust Clip

Maybe the pep and power of your engine is leaking out of the old ignition cables equipped with inferior ignition terminals.

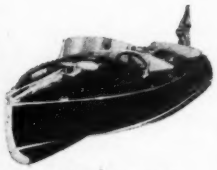
Thousands of boat owners have restored the full power of their engine by rewiring with one of the new high grade ignition cable sets equipped with the superior RAJAH TERMINAL.

For best results, at little cost, look for the RAJAH Terminal.

At your dealer, or write direct.

The RAJAH Company
BLOOMFIELD, N. J.

TRADE IN
your old Outboard and get a new, fast INBOARD . . .



We take in your used outboard, and apply its value against the price of the sensational Dunphy "Flying Dutchman." Now you can trade in your old outboard just as you'd trade in your old auto. Trade in your used boat, and get this smart, fast, complete inboard motor boat for about the price of a new outboard—sometimes even less! Open evenings, *write, call or phone*

MOTOR BOAT MART of NEW YORK
Only Organization in N. Y. Specializing in Trading in Outboards
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LYMAN CLINKER-BUILT OUTBOARDS

BUILDERS of good boats since 1875 and with a policy of constant progressiveness, LYMAN boats have been advanced to the highest state of efficiency and performance. They have an undisputed reputation for extreme speed with safety, and having been developed on the rough waters of Lake Erie will prove dependable everywhere. The characteristic LYMAN Clinker-Built construction produces a water-tight boat at all times and is not equalled by any other method.

A complete line of sturdy speed tenders, practical utility boats and fine runabouts in sizes from 8 to 17 feet. Send for catalog.

LYMAN BOAT WORKS
FOOT OF FIRST STREET SANDUSKY, OHIO

ALBANY-NEW YORK RECORD FALLS

(*Continued from page* 187)

after which four Class D and three Class C boats finished before the first Class B job arrived in twelfth position. When it is considered that the little Class B engine is only half the size of the big Class D jobs, its time of four hours was exceptionally good and his average speed works out at 33 miles per hour, which is not very much behind the speed of the winner.

The boats of the winners in the various classes also provide an interesting study. In Class B in both the group racing under Divisions I and II as well as Division III, Century boats were used by the winners. In one case a Johnson engine did the work, while in the other a Caille engine was used. In Class C, Divisions I and II, Frank James the winner, built his own boat and used a Johnson engine, while in Class C, Division III, a Claus Johnson boat powered with an Evinrude engine proved to be the winner. Penn Yan and Ludington boats divided the honors in Classes D and E, both with Johnson engines and in the largest Class F, an Elto powered Hooton boat was successful.

Second place in Classes C, both Divisions, went to Baby Whales with Evinrude engines, while two Ludington jobs with Johnson engines captured the larger D and E Classes in both Divisions.

Among the first three boats to finish in each class, Century boats took three places in Class B, Baby Whales two places in Class C, Pigeon boats two places in Classes D and E, while Ludington boats captured four places in Classes C, D and E.

On the morning of the start great numbers of boats were out on the river and it was difficult to make an accurate count of all that started. Some did not get away promptly and it was a full half hour after the starting gun before the last of the contestants actually got under way. The number counted as 118 or 120 is generally considered to be about correct, and of these it is known that 81 reached Poughkeepsie by 10:30 in the forenoon. The remainder ran into difficulties between Albany and the half way mark. Their troubles were comprised largely of running into floating driftwood which disabled the power plant, or attempting to navigate over some of the shoals of the upper Hudson where the water is spread out very thin. By the time they had worked their way back into deep water and repaired any damage which might have been sustained, their courage and ambition had leaked out so that they had no longer much interest in attempting to win. Telegraphic reports began to reach the Committee at the finish within a few hours after the start and the general tenor of all these was that the driver and his outfit were safe at some point along the river and that his friends should hasten there with the trailer and take him back home. It seems that there was only one upset in the course of the race this year which is no doubt due to the revised racing rules calling for heavier and more substantial boats.

Many of the contestants who have competed in this race in former years tried it again and among these was C. P. Stevens, Jr. of Albany who finshed sixth and maintained his record of having finished this race each year. Jake Dunnell who won the race last year only secured eleventh place this time. Both Stevens and Dunnell had mishaps of a closely similar kind. Their difficulties were not due to their own acts but to those of other contestants. Some boats passed them so close aboard that their spray not only saturated the engine but partially filled the boats. Stevens had this difficulty at Albany while Dunnell had the same thing happen near Poughkeepsie. While these other competitors may have been thoughtless in their actions, they certainly did injure the chances of these two drivers by their thoughtlessness and it would seem in order to request a little consideration for other competitors when passing them so as not to fill them with spray and delay them in this unreasonable manner.

In addition to the outboard classes, a runabout class had been added to the contest which was open to all standard runabouts equipped with engines not exceeding 55 horsepower. Some fifteen of these boats had entered for this race and twelve got away on time ten minutes after the outboard fleet had left. Of these all finished the race without mishap, and in good time. The first one in was a Dee Wite runabout, powered with a 50 h.p. Gray which reached the finish line at New York in 4:19:43, an average of 30.6 miles per hour. In relation to the outboards, it was the twenty-first boat to complete the run twenty of the outboards having reached the finish line ahead of it. This boat was driven by Jack Prosser and carried a newspaper man as the second passenger required by the rules. Prosser was closely followed by one of the little sixteen foot Dodge runabouts, with a 40 h.p. Lycoming engine, which was driven by Frank Wigglesworth of Boston. His speed averaged 29 miles per hour and when it is considered that Frank and his passenger weighed close to 500 pounds between them, the little boat performed nobly. The others came in at intervals, together with the outboards and it seems that they were delayed less through mishaps

(*Continued on page* 206)

Advertising index will be found on 3rd last page

F. E. Ludolph, who lowered the National Time Trial Class E record for outboard motors by 4 3-10 miles per hour.

Overboard goes the outboard record!

IT TAKES real batteries to keep your "kicker" going when she's leaping for a record! That's why F. E. Ludolph of Chicago, Illinois, uses Eveready Hot Shots in his outboard motor.

"My winning that Class E Championship at Peoria," says Ludolph, "was largely due to the unfailing supply of current furnished by two Eveready Hot Shots used on my Elto Quad."

You're sure of constant, steady ignition with an Eveready Hot Shot. Don't worry how wet the engine gets. Let her splash—let her duck. The Eveready Hot Shot, with its steel, water-proof case, will deliver a stream of hot sparks into your motor. Comes in 6, 7½ and 9 volts. Eveready Dry Cells No. 6, connected in series, can't be beat for inboard motors with weather-proof battery boxes. Evereadys are sold in every port.

NATIONAL CARBON COMPANY, INC.

General Offices: **New York, N. Y.**

Branches: **Chicago Kansas City New York San Francisco**

Unit of Union Carbide UCC *and Carbon Corporation*

Thompson BEATS the World on BOATS

THOMPSON BOATS

CATALOG FREE!

The best that skill and experience can produce—at real money-saving prices. Prompt shipment from factory to you.

OUTBOARD SPEED BOATS

Thompson's famous Hi-Speed Step Planes. Plane quickly, ride level and smooth and take sharp turns with safety. Will not "trip" when riding the wake of other boats.

OTHER OUTBOARD BOATS

Eight new speedy Models — Strong, comfortable and safe. For any outboard motor. Exceptionally seaworthy. Prices, $60 and up.

ROWBOATS

Square Stern Rowboats—Made both smooth sides and lap strake construction. Steady, seaworthy and easy to row.
Prices, $48 and up.

MOTOR BOATS

With or without engine. Strictly up-to-date 20 ft. models. Fast, handsome 6-passenger craft at money-saving prices.

CATALOG FREE — SAVE MONEY — ORDER BY MAIL

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ASHBRIDGE FLYERS

Fly to Victory in 1st Collegiate Regatta at Long Beach, Calif.

Our new straight line chine, nontripping Flyers are the latest design.

Why not be the proud owner of this speedy craft? Assemble it and save money, win cups, and make records.

Light weight or sanctioned boats (Classes A, B, C, D) $198.00. K.D. $79.00. *Your Choice* for bottom material. *Partly Assembled* $88.00. *Racing Dutch Mahogany*, ⅜ or 5/16 mahogany planking or haskelite veneer. Full size Blue Prints with complete instruction for each of the above models. $10.00.

Family Runabout, with speed record, furnished K.D. $98.00. Partly Assembled $128.00. Mahogany or Spruce sides.

ASHBRIDGE BOAT FACTORY
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California Sponsons keep you from capsizing on sharp turns or rough water. Sent anywhere in U. S. post paid $7.50.
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Every owner of an outboard motor should own an E. Z. CONVEYOR. Does away with that strenuous work of carrying your motor. Makes a very fine working stand giving you lots of clearance to work on any part of your motor. Keeps your motor in upright position, not resting on any delicate parts, will not topple over. Pays for itself in the long run.

PRICE $20.00 F. O. B. BROOKLYN

These Conveyors are extremely rugged in construction, all metal parts enamelled to prevent rusting. Steel frame work with 12" roller bearing disc wheels with 1-3/16" rubber tires. IMPROVED LATCH AND BEARINGS 1930 MODELS.

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Order today to insure early delivery. Tel. Navarre 7216

ALBANY-NEW YORK RECORD FALLS

(*Continued from page* 204)

than the smaller boats. The relative position of these boats at Poughkeepsie was practically the same as at the finish line so that it is apparent that they came through quite easily.

An analysis of some of the facts which developed during the contest will prove of interest. The Elto Class F motor which was driven by Milliken was plainly the fastest outfit in the race and would have won quite readily but for the mishop for which he was in no way responsible. A Johnson Class D motor proved to be the actual winner which was closely followed by several Evinrude Class C motors. The little Lockwood Class B motors did very well in that a greater percentage of those that started in this class finished. Thus, the honors are uniformly divided among all the classes and every body is happy. In Class B 53 percent of the seventeen starters finished, while in Class C sixteen out of thirty-seven or 43 percent finished. In Class D fourteen out of fifty-two or 27 percent finished. In the larger classes there were not enough to permit of any comparisons.

Of the first twenty odd boats to reach Poughkeepsie only six were successful in reaching the finish line in New York and the seventeenth boat at the half way mark proved to be the first at the finish. The eighth boat came in second in New York while the twelfth and thirteenth at Poughkeepsie reached the finish in fourth and third place respectively. As compared with the performance last year, there were about the same number of starters as last year and 54 finished as compared to only 40 outboards this year. The 15 runabouts which were entered started 13 with 12 checking through Poughkeepsie and New York, with the last one trailing along.

A complete summary of the results in all classes will be found on pages 208 and 210.

PRIZE WINNERS

Hayes Griffin $500. cash prize for fastest time—J. E. Wilkinson, Boston, Mass.

Yachting Magazine Trophy—Jack Prosser, New York City, N. Y.

Yacht Motor Club of France Trophy and Century Boat Co.—Frank James, Toronto, Can.

CLASS AND DIVISION WINNERS

Class D Division III—First prize J. E. Wilkinson, Second prize Jacob Dunnell, Third prize Capt. W. J. Snadecki.

Classes D-E Division II—First prize David Hundertmark, Second prize C. P. Stevens, Jr., Third prize R. H. Snadecki.

Class C Division III—First prize H. H. Johnson, Second prize Gerald E. Reed, Third prize W. B. Tuck.

Class C Division II—First prize Frank James, Second prize, W. C. Schanz, Third prize Fred Jacoby, Jr.

Class B Division II—First prize, Outboard Motor Boat Trophy, Ted Roberts, Second prize, The Pyrene Manufacturing award, Harold M. Ballard, Third prize Fred A. Hartmann.

Class F Division III—H. W. Breeze.

Class B Division III—First prize Walter Petersson.

Inboard Division—First prize, The Yachting Trophy, Jack Prosser, Second prize, The Wilcox-Crittenden award, Frank Wigglesworth, Third prize, The Pioneer Instrument award, Joe Van Blerck.

Boyd Martin award to Geo. W. Pauli, Jr.

Lyman Boat Co. award to R. Snadecki, Jr.

JACK PROSSER'S STORY

"Do you think she'll make it, Jack?"

"It's a long way to New York, old boy, with a new motor that's never been broken in."

"Why don't you enter something easy, first, to see how she stands up? If you flop in this race, you're sunk, in more than one way."

Jack Prosser sat on the edge of the landing at the Albany Yacht Club, and grinned. He was being subjected to all the various kinds of kidding, fatherly advice, derision, and skepticism that the driver of a new boat can receive on the night before a big race. To be perfectly frank about it, there seemed to be reasonable cause for a certain amount of cynical comment from the onlookers. He was entered in the Albany-to-New York classic in the runabout division, and driving a new stock runabout that had only been out of the crate for a few hours. Beyond a water test at the Dee Wite factory, the motor had never been run in the hull.

"We're going to run around the river here at slow speed for about an hour," said Prosser. "Then we're going to let her run idle at the dock all night. Wells, here"—indicating the husky New York Newspaper man who was to be his passenger—"and myself will stand watch and watch all night, to see that she perks all right. That ought to loosen her up a bit."

(*Continued on page* 212)

There is a Century OUTBOARD

For Every Purse and Purpose ~~

Now SCAMP

The latest addition to the fleet of Century Boats—It's sure a little Rascal!

FOR AN ALL PURPOSE BOAT

the Scamp has been designed. You will agree you never saw a 15-footer that has so much boat value!

Century Boats are winning nation-wide favor. The fleet of outboard boats includes the Midget, Cyclone and Hurricane—three race boats that are winning races everywhere. They sell at $225 to $345.

Then for a family runabout the beautiful Traveler Jr. and Traveler De Luxe are two wonderful boats at $425 and $535.

Of course should you want an inboard with outboard portability—we offer the Sea Maid . . . here is a boat that is complete . . . engine and all . . . built like the finest inboard . . . it reverses, idles and speeds ahead. For real boat value here surely is 17 feet of boat you will be proud to drive. Priced at $845 for the Sea Maid 22 and $1085 for the Sea Maid 33.

For your every water sport you will find a ready companion in these big husky Century Boats. We forgot to mention each boat is made of mahogany!

CENTURY BOATS

The name CENTURY is known all over the world, by the surpassing excellence of its craftsmanship.

Your dealer has them on display

CENTURY BOAT COMPANY

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Built in Canada by Petersborough Canoe Co., Petersborough, Ont., Can.

THE MOST PROGRESSIVE DEALERS SELL THE CENTURY LINE

SUMMARY ALBANY—NEW YORK OUTBOARD RACE—APRIL 26, 1930

CLASS B—DIVISIONS I AND II.

Position	Boat No. and Name	Driver	Builder	Engine	Time: Poughkeepsie	Time: New York	Speed
12	N-121 Phantom	Ted Roberts	Century	Johnson	2:08:00	4:00:32	33.1
19	CT-43 Torcon's Pup	H. E. Ballard	Midland	Johnson	2:19:00	4:27:07	29.7
22	D-17 Miss Providence	Wm. Miller	Century	Caille	2:28:00	4:39:05	28.5
30	J-65 Tinker Bell	F. A. Hartmann	Jacoby	Johnson	3:00:00	5:06:55	25.7
33	N-251 Fritz	H. A. Daw	E. A. Tyrolf	Johnson	2:08:00	5:14:00	25.3
34	N-199 Baby Ben	Chester Conn	Hallock	Lockwood	2:17:00	5:17:20	25.0
35	D-602 Cadie, Jr	Hans Behr	Boyd-Martin	Johnson	3:06:00	5:18:02	25.0
47	N-507 Bronx	Geo. Allard	Boyd-Martin	Johnson	3:31:00	6:14:45	21.2
—	N-615 Fab	F. A. Beatty	Hooton	Lockwood	.....	DNF	...
—	N-566 Pickel Boat	W. A. Spencer	W. A. Spencer	Johnson	.....	DNF	...
—	N-531 Queen Cap B II	Alice Hallowell	Oakes	Caille	.....	DNF	...
—	N-281 Yankee Doodle	Carl Athen	.....	Lockwood	.....	DNF	...
—	N-566	William Spencer	Spencer	Johnson	.....	DNF	...
—	N-541 Wet and Frantic	E. Kroepke	E. Kroepke	Lockwood	.....	DNS	...
—	M-632	C. Collins	Boyd-Martin	Evinrude	.....	DNS	...

CLASS B—DIVISION III.

50	N-600 Century Cyclone	W. Peterson	Century	Caille	2:27:00	6:46:40	19.5
—	K-46 Ookey	G. Murrill	Boyd-Martin	Johnson	3:40:00	DNF	...
—	N-230 Echo	Edw. OHerin	Century	Lockwood	.....	DNS	...
—	D-601	R. N. Caswell	Porteus	Lockwood	.....	DNS	...

CLASS C—DIVISIONS I AND II.

2	CT-40 Spareribs	Frank James	Frank James	Johnson	1:44:30	3:29:28	37.9
7	J-31	Wm. C. Schans	Kelley	Evinrude	2:02:00	3:53:26	33.9
11	J-118 Miss Julia VI	F. A. Jacoby, Jr.	Jacoby	Johnson	2:07:00	4:00:10	33.1
15	M-24 Miss Bay City	Vern Martin	Century	Caille	2:09:00	4:05:25	32.4
17	N-179 Flying Fish V	A. G. Keller	Airships	Johnson	2:15:00	4:11:38	31.5
23	CT-7 Kinkajou	H. C. Slemin, Jr.	Williams Piano Co.	Johnson	2:46:00	4:39:32	28.3
32	D-55 Flatiron Two	H. Fuller	Porteous	Johnson	2:33:00	5:13:00	25.4
37	N-500 Ban, Jr	R. H. Shaffer	Hallock	Evinrude	2:34:00	5:26:17	24.3
45	N-591 Kaydet III	R. Hatchitt	Oakes	Evinrude	2:53:00	5:56:10	22.3
49	N-629	F. Collier	Pigeon	Johnson	4:35:00	6:33:22	...
53	B-134	Wm. Hodge	.....	Caille	.....	9:28:30	...
—	N-222	W. O. Davies	Ludington	Evinrude	1:58:00	DNF	...
—	N-577 Sassy Susie III	Sue Mahoney	Oldtown	Johnson	2:37:00	DNF	...
—	B-700 Baby Whale	N. F. McKenzie	Kelley	Evinrude	1:48:00	DNF	...
—	J-121	John Toler	Bossert	Evinrude	.....	DNF	...
—	N-481 Penn Yan Kid	B. F. Safford, Jr.	Penn Yan	Caille	2:20:00	DNF	...
—	N-31 Whim	N. Butler Flower	Duncan	Evinrude	.....	DNF	...
—	N-540 Orange Kid	W. Wellbrock	Bossert	Evinrude	.....	DNF	...
—	J-120 Julia IV	A. F. Faccio	Jacoby	Johnson	.....	DNF	...
—	N-62 Cubie	D. F. Terry	Perkins	Caille	.....	DNF	...
—	J-4	L. F. Smith	Century	Evinrude	3:10:00	DNF	...
—	N-105 Lightning II	W. Feldhusen	Boyd-Martin	Caille	.....	DNS	...
—	N-530 Bit-O-Fun	R. Fellman	Airships	Johnson	.....	DNS	...
—	M-131 Miss Eastern Michigan	J. B. Wood	Century	Caille	.....	DNS	...
—	B-135 Miss Boston	H. C. Daly	Century	Caille	.....	DNS	...
—	M-377 Miss Crystal Lake	F. C. Wagstaff	Kelley	Evinrude	.....	DNS	...

CLASS C—DIVISION III.

3	D-305 Witch Craft	H. E. Johnson	Claus Johnson	Evinrude	1:47:00	3:34:50	36.9
4	N-551	J. Reid	Kelley	Evinrude	1:46:00	3:40:06	36.0
9	P-839	W. B. Tuck	Ludington	Johnson	2:02:00	3:58:05	33.4
16	D-337 Pauli's Bullet	G. W. Pauli, Jr.	Boyd-Martin	Johnson	2:02:00	4:05:27	32.4
25	N-137 Cole Hod Too	Sydney Cole	S. Cole	Evinrude	2:47:00	4:48:30	27.5
41	N-400	J. B. Harper	Bossert	Evinrude	2:13:00	5:38:30	23.4
—	N-601 Century Cyclone	J. H. Ladew, Jr.	Century	Caille	2:18:00	DNF	...
—	N-558 Follow Me II	J. LaCelle	Ashbridge	Evinrude	.....	DNF	...
—	N-578 Frantic	A. E. Reed, Jr.	Thompson	Johnson	.....	DNF	...
—	N-604 Ceestepper	L. R. Woodside	Penn Yan	Johnson	1:58:00	DNF	...
—	N-03 Daytona	R. L. Brazeau	Beckhard	Evinrude	.....	DNF	...
—	N-628 Miss Stuyvesant	H. Skinner	Old Town	Caille	.....	DNS	...

CLASSES D AND E—DIVISIONS I AND II.

5	J-41 Penn Yan	D. Hundertmark	Penn Yan	Johnson	2:01:00	3:42:08	35.7
6	N-234 Miss TNT	C. P. Stevens, Jr.	Ludington	Johnson	2:02:00	3:51:17	34.3
8	N-630 Blue Pigeon	R. H. Snadecki	Pigeon	Johnson	1:57:00	3:54:12	33.9
27	N-555 Dynamite	F. H. Emmerling	H. G. Paver	Johnson	2:34:00	4:58:20	33.4
31	G-61 Pirate III	Louis Bossert	Bossert	Johnson	2:31:00	5:07:57	26.0
39	N-620 Mil	Henry Self	Laconia	Johnson	2:49:00	5:28:25	24.2
—	N-587 Nonpareil IV	F. Brobeil	F. Brobeil	Johnson	.....	DNF	...
—	N-465 Zev	B. Rhymer	B. Rhymer	Johnson	1:45:30	DNF	...
—	V-25 Miss Sparton	O. Mullenbach	Century	Johnson	.....	DNF	...
—	J-6 Miss Clifton	F. Uprichard	Boyd-Martin	Johnson	.....	DNF	...
—	N-224 Miss Glen Cove	J. H. Gregory	Bair & Edgerton	Johnson	2:45:00	DNF	...
—	J-73 Spirit of Green Pond IV	F. H. White	Bay Boat Works	Johnson	1:54:00	DNF	...
—	CT-28 Miss Windsor II	J. R. Ardiel	Peterboro	Johnson	.....	DNF	...
—	N-581 Well Well	Harry Sweet	Ludington	Johnson	3:03:00	DNF	...
—	N-616 Miss Dunkirk	Albert Jesse	Penn Yan	Johnson	.....	DNF	...
—	N-458 Why Not	P. Walker	Boyd-Martin	Johnson	1:46:00	DNF	...
—	N-321	L. Ginsburg	Kelley	Johnson	.....	DNF	...
—	N-578 Kalindy	I. L. Brennan	Old Town	Johnson	.....	DNS	...
—	N-2 Namyl	P. B. Sawyer, Jr.	Lyman	Johnson	.....	DNS	...
—	N-596 Boomerang II	Wm. Leveen	Oakes	Johnson	.....	DNS	...

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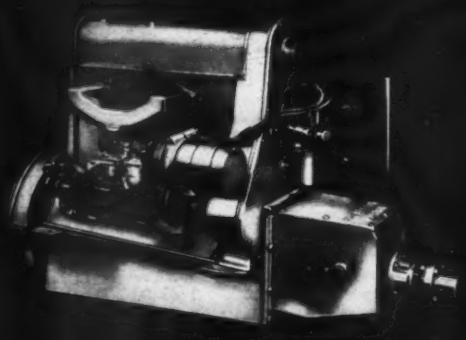

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VAN BLERCK JUNIOR

$390. Complete including electric starter, generator and reverse gear. Weight complete 165 pounds.

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MOTORS
RED BANK, NEW JERSEY

VAN BLERCK STERN DRIVE

In use for a year,—all experiments over. Silent because no gears—silent chain drive. Over 200 in service. More than all other stern drives combined. Price **$100.** complete with rudder and propeller.

VAN BLERCK JUNIOR can now be had in your choice of the following boats

BROOKS	CRANDALL	KEYSTONE-KOLLEGIATE	SEA SLED
CAPE COD	DEE WHITE	PETERBOROUGH	TREGONING
CENTURY	DILLON	RAMSEY	WELCH
CHASE EMERSON	BOEING-VANCOUVER	RICE BROTHERS	HELM

CLASSES D AND E—DIVISION III.

Position	Boat No. and Name	Driver	Builder	Engine	Time Poughkeepsie	Time New York	Speed
1	B-1 Flash	J. E. Wilkinson	Ludington	Johnson	1:49:00	3:25:03	38.7
10	B-44 Flash	J. Dunnell	Ludington	Johnson	2:07:00	3:58:06	33.4
13	B-34	Capt. Snadecki	Pigeon	Johnson	2:11:00	4:00:48	33.1
18	N-557 Ceestepper	L. E. Preston	Penn Yan	Johnson	2:37:00	4:19:24	30.5
20	N-545 Bronx	L. Roger	Thompson	Johnson	2:22:00	4:27:10	29.7
26	N-104 Flying Fish III	R. Oakley	Airships	Johnson	2:10:00	4:57:50	23.4
51	N-578	J. Talley	Johnson	Johnson	3:11:00	6:53:08	19.2
52	N-580 Aquaflyer	W. J. Martin	Johnson	Johnson	3:59:00	6:56:20	19.1
—	N-501 Century Hurricane	M. R. Brady	Century	Elto	.....	DNF	...
—	M-800 Miss Lansing	John Leslie	Century	Caille	.....	DNF	...
—	N-53 Crystal Wave	Wm. Reid	Kelley	Johnson	.....	DNF	...
—	B-84	M. Eldredge	Kelley	Johnson	.....	DNF	...
—	D-614 Saugatuck	W. Overton	Ollendorf	Johnson	.....	DNF	...
—	N-175 Miss Peekskill	F. McCoy, Jr.	Mullins	Johnson	3:38:00	DNF	...
—	N-154 Big Ben	Harold Chapman	Hallock	Johnson	.....	DNF	...
—	N-588 Ceestepper	L. J. Preston	Penn Yan	Johnson	2:04:00	DNF	...
—	V-100 Baby Sparton	J. Bersonnet	Century	Johnson	2:26:00	DNF	...
—	B-3 Metallic Maid	A. C. Buffinton	Mullins	Johnson	.....	DNF	...
—	N-519	F. Gumbus	F. Gumbus	Johnson	.....	DNF	...
—	N-562	A. B. Goldsmith	Boyd-Martin	Elto	.....	DNF	...
—	F-16	Jack Kerr	Mullins	Johnson	.....	DNF	...
—	N-304	Wm. Wray	Bossert	Johnson	1:47:00	DNF	...
—	N-117	Geo. R. Wood	Cute Craft	Elto	.....	DNF	...
—	N-373	F. M. Baker	Penn Yan	Johnson	1:42:00	DNF	...
—	N-575 Pirate I	C. V. Bossert	Bossert	Johnson	.....	DNF	...
—	N-576 Pirate IV	Fred Gergen	Bossert	Johnson	.....	DNF	...
—	N-16	Kirk Ames	Kelley	Johnson	.....	DNF	...
—	N-181 Gangway	Phil Dorrler	Dorrler	Johnson	.....	DNF	...
—	N-167	James Peters	H. Gilbert	Johnson	.....	DNF	...
—	N-516 Miss Cole	Col. S. Tooey	Faybow	Johnson	2:00:00	DNF	...
—	N-564 XQUSME	E. M. Ritzmann	Thompson	Johnson	.....	DNF	...
—	N-606 Nonchalant	LeRoy Landau	Mullins	Johnson	2:44:00	DNF	...
—	N-617 Nonchalant II	Lillian Landau	Johnson	Johnson	.....	DNS	...
—	B-109 Miss Boston	H. E. Miner	Miner Speed Boat	Johnson	.....	DNS	...
—	D-605 Which One I	Geo. J. Durkin	Doane	Johnson	.....	DNS	...
—	D-615 Dragon Fly	S. Ollendorf	Ollendorf	Johnson	.....	DNS	...
—	N-519 Krazy Kat III	Frank Gumbus	Louis Reboli	Johnson	.....	DNS	...

CLASSES F AND G—DIVISION II

—	J-1 Century Hurricane	J. D. Masterson	Century	Elto	1:43:00	DNF	...
—	S-165	C. DeWitt	Lyman	Evinrude	.....	DNS	...
—	M-11 Baby Bunting	I. Bunting	F. N. Sheehy	Cross	2:03:00	DNF	...
—	B-888	R. Warner	Penn Yan	Lockwood	.....	DNF	...
—	M-10 Le Canarde II	Jim Holden	Jim Holden	Cross	.....	DNF	...
—	V-6 Oh My VI	Ray Pregenzer, Jr.	Century	Elto	1:39:00	DNF	...
—	N-565 Miss Shirt II	E. H. Patterson, Jr.	Century	Evinrude	.....	DNS	...

CLASSES F AND G—DIVISION III.

14	N-618 Miss Cherie II	H. W. Breese	Hooton	Elto	1:45:30	4:04:15	32.6
—	V-17 Ludolph's Safety	F. E. Ludolph	Hooton	Elto	.....	DNF	...
—	J-13 Hocky	W. Hockenjos, Jr.	Hockenjos	Evinrude	.....	DNF	...
—	D-607	B. Mackenzie	Hooton	Elto	1:42:30	DNF	...
—	N-202 XQS Me	C. L. Kasten	Thompson	Elto	1:43:00	DNF	...
—	B-13 Ceestepper	H. R. Maddocks	Penn Yan	Evinrude	.....	DNF	...
—	D-52 Miss Zoar	P. J. Prokopy	Hooton	Elto	2:46:00	DNF	...
—	B-31 Toodleloo	D. Haskins	Lyman	Evinrude	.....	DNF	...
—	Y-5 Hurricane	J. T. Milliken	Century	Evinrude	1:37:00	DNF	...
—	F-315 Hurricane	Dick Upsall	Century	Evinrude	.....	DNF	...
—	W-511	Carl Koeffler	Hooton	Evinrude	1:47:00	DNF	...
—	B-801 Miss Boston III	Tom Parker	Penn Yan	Elto	.....	DNS	...

RUNABOUTS NOT OVER 55 HORSE POWER

21	No. 4	Jack Prosser	Dwight	Gray	2:24:00	4:19:43	30.5
24	No. 111	F. Wigglesworth	Dodge	Lycoming	2:31:00	4:34:18	29.0
28	No. 1	J. Van Blerck, Jr.	Sea Sled	Van Blerck	2:31:00	4:50:50	27.3
29	J-74	Geo. H. Mead	Dodge	Lycoming	2:41:00	4:53:45	27.0
36	No. 2	Harry Chance	Debasco	Universal	2:50:00	5:12:15	25.4
38	P-57	A. H. Martin, Jr.	Ludington	Gray	2:53:00	5:16:45	25.1
40	No. 7	Helen Hentschel	Dunphy	Universal	2:59:00	5:26:40	24.3
42	P-51	I. C. Newlin, Jr.	Ludington	Gray	3:02:00	5:30:17	24.1
43	No. 8	W. A. Hahn	Dunphy	Universal	3:04:00	5:33:40	23.8
44	N-614	Leon Rose	Chase-Emerson	Gray	3:09:00	5:44:40	23.0
46	N-610	Edith Dromm	Sea Sled	Van Blerck	3:49:00	5:56:45	22.2
48	P-52	F. H. Hutchinson	Ludington	Gray	2:46:00	6:06:40	21.6
—	No. 6	H. P. Wood	Dodge	Lycoming	.....	DNF	...
—	No. 3	Capt. L. Yancey	Dwight	Gray	.....	DNF	...
—	.....	A. C. Gould	Dunphy	Universal	.....	DNS	...

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BUILDS PERFORMERS

With all the fine trimmings and many conveniences of the modern outboards, one is led to forget—performance. A water demonstration of a HOOTON will show you quickly why these famous boats have led the design trend of the entire field during the last three seasons. For ultimate satisfaction, you'll need a HOOTON!

$380.00

THE DE LUXE EQUIPPED VEE-PLANE *ROUGH WATER RUNABOUT*

HERE is a typical HOOTON performer, with basic reasons behind its distinctive appearance. The high speed of modern outboards has made necessary a complete departure from old-fashioned designs—and VEE-PLANE is the first to fully fit the need. It's buoyant square bow steers true in any sea at any speed; no tricky swerving or plowing up of spray. The extra deep VEE sections produce truly easy riding; while the correctly tilted upholstered seats add a final touch of boating comfort found in no other hull. VEE-PLANE is a fifteen-footer of beautiful mahogany construction planing five persons easily with 20 h.p. motors and larger. Its top speed is 40 miles an hour.

The 11½ *Ft. WILDCAT RACER*

Famous for its speed and stability, WILDCAT is the last word in hydroplane design. It wins in rough water or smooth, and is the strongest stepplane in the field. The comfortable forward cockpit for two makes it a safe and thrilling runabout when not in racing service. Price $220.00 f.o.b.

The 13½ *Ft. SAFETY-PLANE Step-Runabout*

Similar to WILDCAT in design, but larger all around to accommodate four persons. Speeds up to fifty miles with Class F motors. Price $280.00 f.o.b.

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A beautiful and roomy six-passenger runabout. High sides, mahogany decks, ceiled cockpit, upholstery, good flare. A seaworthy thirty-miler at $295.00 f.o.b.

Interesting—But Tough!

Writes an owner whose Safety-Plane ran in the Hudson race:

"Our boat was the 25th over the line in Albany, was the fifth to pass Poughkeepsie. He soon obtained second place, which he held to within a mile of the finish line. At this point the leader was disabled and my driver passed him and was the leading boat. He reached within ¼ of a mile of the finish line when his drive shaft sheared. He estimated that he was fully ten miles in the lead at the time. It was 15 minutes before Wilkinson, the winner, passed by him."

Another HOOTON owner in a WILDCAT started 68th, led the field after the first hour, and lost out on a mud flat.

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Hooton Boats Have Won 400 Races and Established Eight American Records!

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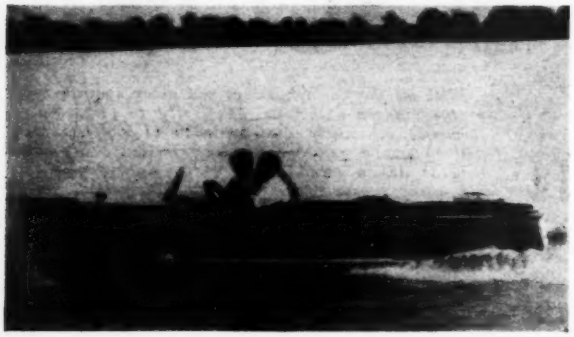
505 GRANDVILLE AVE. GRAND RAPIDS, MICH.

THE CROSS



WITH POWER AND SPEED ENOUGH TO DRIVE THE SPORTIEST RUN-ABOUT OR THE MULTI-PASSENGER FAMILY BOAT FASTER THAN ANY OTHER OUTBOARD MOTOR. THIS TREMENDOUS POWER AND SPEED IS DELIVERED WITH A NEW MEASURE OF ECONOMY. THE CROSS

USES BUT 3 GALLONS OF GASOLINE AND ⅛ PINT OF OIL PER HOUR, WIDE OPEN. ELECTRIC STARTING ALLOWS COMPLETE REMOTE CONTROL, FROM STARTING TO STOPPING, WITHOUT LEAVING THE DRIVER'S POSITION. DRIVE ONE TO-DAY.

Dealers Write

CROSS GEAR & ENGINE CO.

3250 BELLEVUE DETROIT, MICHIGAN

JACK PROSSER'S STORY

(*Continued from page* 206)

This program was carefully followed, so that morning saw the Prosser-Dee Wite entry purring quietly away, with the equivalent of several miles of racing tucked away inside her engine. However, the outlook was still none too bright. A dozen trim speedsters, tuned to racing, and ready for action were also warming up. The roar of perfectly adjusted and broken-in motors was heard on all sides.

At the starting gun, Prosser jogged off down the course, apparently still under the impression that he was breaking in his motor, and as likely a candidate for first place as the Boston Braves. Ten miles down the river found him running smoothly, and 215 pounds of newspaper man beside the driver thoroughly enjoying the ride. At Poughkeepsie all contestants were obliged to check in at the yacht club before continuing.

The starter's flag dipped, and the last leg of the race was on for the Dee Wite. True to his promise, Prosser pulled the throttle down, and the motor settled down to some real work. Slowly the needle of the tachometer crept around the dial—1000—1200—1500—1800—"We're doing over 30 miles," yelled Prosser above the surge of the water, and the whistle of the wind as it tore around the corners of the windshield. Prosser was in third place now, with the other two entries visible rounding a bend just ahead. Steadily the Dee Wite drove ahead, eating up the miles, and narrowing the gap between third and first place. The second boat was passed, and then the first. Prosser was out ahead now, motor roaring full open, a long shimmering wake stretching out behind, the last contestant steadily dropping astern as the home stretch was entered.

At the 152nd Street dock of the Colonial Yacht Club, Jack Prosser and Ed Wells drew up, having covered the 132 mile course in four hours, nineteen minutes, and forty-three seconds, averaging 30.5 miles per hour.

"I didn't give you a chance, Jack" said Wells, as they posed for the photographers on the dock at 152nd Street.

"To tell you the truth, Ed, I wasn't feeling so cocky myself, yesterday about this time. But it was a good race—and a great little boat."

AN OUTBOARD MERRY-GO-ROUND

(*Continued from page* 188)

Second: To allow competition to be held on small lakes, rivers, and other places where a mile or two-mile course is out of question.

Third: To enable a race driver to tune and test his boat, motor and equipment in the immediate vicinity of his tools and supplies.

All this was accomplished in the following manner: A twenty-two foot telephone pole was borrowed from the local telephone company and, with the aid of a garden hose, was sunk solidly five feet in the bottom of the lake where the water was about four feet deep, leaving possibly twelve feet above the surface. An iron rod having been driven in the upper end of the post, four pieces of strap metal bent in a U shape were bored in the proper places and acted as swivels holding the ropes going to the boats.

Next a short rope bridle was fastened securely to the bow and stern of the boat with several feet of slack and with a loop in the middle to fasten the ropes extending from the pole.

The longest rope was a hundred and ten feet and this graduated to seventy-five feet on the shortest rope, allowing the inside boats to pass underneath the lines of the outside boats. To vary a racing program a jumping barge was installed on the course and a real hurdle race was the result. A platform 10 by 14 feet, with two barrels under one end and enough weights on the other end to submerge it fifteen inches below the water level, was used and held in place by two posts.

BOSTON TERCENTENARY REGATTA

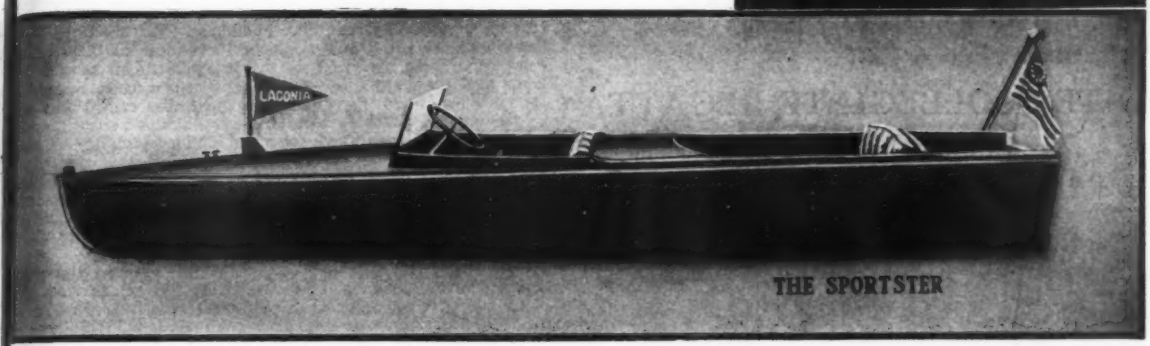
Preparations are being made for the staging of a big outboard regatta on the Charles River Basin on October 6 at Boston this fall in connection with the Massachusetts Tercentenary celebration. The regatta is to be held under the auspices of the Entertainment Committee of the National Convention of the American Legion and it is expected that the racing events will attract an attendance well in excess of 150,000. Many valuable trophies and prizes are to be posted for the various classes. This regatta will occur shortly before the national events at Middletown, Connecticut, and a great many of the competitors in the Middletown races will undoubtedly come east far enough in advance of those events to take part also in the Boston meet.

Advertising index will be found on 3rd last page

YOU CAN'T BUY A *Good* ROWBOAT AT THIS PRICE

WAS $369

NOW $200



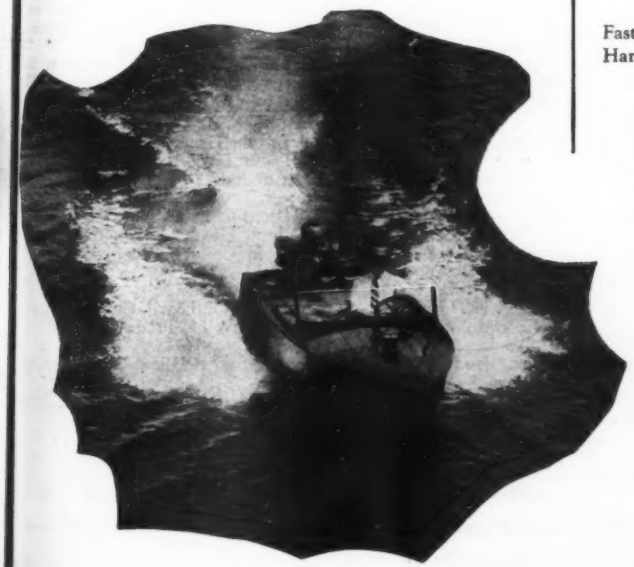
THE SPORTSTER

THE liquidation of our Boat Division enables you to buy a brand new Laconia SportSter at this amazingly low price. There are a few more left in stock. Don't delay. Clip the coupon *now*.

EQUIPPED WITH

Bow Light
Stern Flagpole
Stern Light
2 Bow Chocks
Bow Cleat
4 Fender Hooks
2 Fenders
Paddle
Windshield
Steering Wheel
with Cable, Pulleys, and Fairleaders Installed.
Life Preserver Type Cushions
Battery Box and Strap
Ring at Transom
Switches
Completely Wired for Lights

The value of this equipment is about $100. It is included with the "SPORTSTER" at no extra cost.



A few "SPORTSTER" Hulls, equipped only with windshield, life preserver cushions, and forward cleat, at $150

SPECIFICATIONS

	SportSter
Length over all	15′ 11″
Beam over all	52″
Weight complete *(without motor)*	350 lbs.
Weight, crated	750 lbs.
Planking and decking	Philippine Wood (Individual planks)
Bottoms	Double planked, with cloth set in white lead between layers for watertightness, painted with anti-fouling bottom paint. Additional stringers besides keel and chines to provide required bottom strength.
Sides	Batten seam construction.
Ribs	Assembled with brass bolts, nuts and washers. Designed for maximum strength.
Fastenings	Copper or brass throughout.
Hardware	White nickel brass.

PRICES: F. O. B. Laconia, N. H.

LACONIA CAR COMPANY

LACONIA, NEW HAMPSHIRE, U. S. A.

LACONIA CAR COMPANY, Laconia, N. H.

Gentlemen: Enclosed find check for ☐ SportSter $200 ☐ Unequipped 150

Ship to:

Name _____

Address _____

City _____ *State* _____

BOYD-MARTIN BULLETS *WIN*

5 Firsts

6 Seconds

at

INTER-COLLEGIATE REGATTA

Skaneateles, New York

THE Boyd-Martin Bullets showed their mettle and winning calibre by taking 5 FIRST places and 6 SECOND places at the Inter-collegiate Regatta, Skaneateles, New York, on May 16th and 17th.

At this regatta, one of the most closely contested of the season with boats running literally neck to neck, Boyd-Martin Bullets walked away with signal honors, winning Class D Division II and Class F Division II on points. In fact, Boyd-Martin Bullets scored more total points than any other make of boat in the races.

First in:

Class B Division II 3rd Heat 29.18 M. P. H.
Class D Division II 2nd Heat 38.71 M. P. H.
Class D Division II 3rd Heat 38.62 M. P. H.
Class F Division II 1st Heat 38.22 M. P. H.
Class F Division II 2nd Heat 37.58 M. P. H.

Second in:

Class B Division II 1st Heat 23.47 M. P. H.
Class B Division II 2nd Heat 29.17 M. P. H.
Class C Division I 3rd Heat 33.29 M. P. H.
Class D Division II 4th Heat 37.03 M. P. H.
Class F Division II 3rd Heat 36.07 M. P. H.
Class F Division II 4th Heat 35.29 M. P. H.

On May 18th Boyd-Martin Bullet won the 36-mile marathon around Staten Island, N. Y., finishing the circuit in 1:19:47, leading the second boat by twelve minutes.

The 1930 Boyd-Martin Bullet is faster and far superior to the Championship Bullet of previous years. Two models: JUNIOR, 150 pounds, for B, C motors $250; SENIOR, 190 pounds, for D and larger motors, $275. Both 12 feet in length. Win with the Bullet. Write today for catalog and name of nearest dealer.

BOYD-MARTIN BOAT CO.

1084 Lee Street **Delphi, Indiana**

THE RACE AROUND STATEN ISLAND

(*Continued from page* 198)

Big Ben with a big Johnson motor soon took the lead and reports announced that he was gaining on the field continuously. It will be recalled that he won a similar race last year and it soon seemed quite certain that he would repeat again this time. About half way around the Island the plane reported that he had stopped and other drivers had passed him. From this point on various drivers were reported in the lead with Feldhusen, who proved to be the ultimate winner, crawling up on the leaders. He had his share of troubles also since his auxiliary gasoline tank came adrift during some rough going and he was under the necessity of sitting on it in order to keep it in the boat. After he got moving again, he slowly overtook the other contestants and soon had established a comfortable lead.

It was quite a remarkable feat on the part of the airplane observers to report the position of all boats continuously. The large crowd assembled at the yacht club knew at all times who was ahead and how he stood with respect to the other drivers. It soon became apparent that Feldhusen with his Boyd-Martin, had a good safe lead and would be the winner of the race. The course had been arranged so that the pilots had to steer their boats past the club house offshore and return again nearer shore to the finish line. By this arrangement the crowd was aware of the boat approaching for some five minutes before it actually crossed the line and the excitement and acclaim to the winner was great when he succeeded in finishing the race in one-hour nineteen minutes and forty-seven seconds. The second boat to finish did not arrive for some twelve minutes later and this proved to be George DeAngelis, driving a Fairchild Aero powered with an Evinrude Class C engine. His time was one hour, thirty-one minutes and nineteen seconds.

The next two to finish proved to be the first and second place winners in the runabout class and Edith Dromm driving a little Van Blerck powered Sea Sled was successful in taking first place in this class with an elapsed time of 1:36:15. She was closely followed by another Sea Sled in the 20-foot size which was powered with a Universal inboard engine, this one being driven by Dorothy Gardner. The third and last of the six runabouts to finish the course was a Dunphy, also powered with a Universal engine and driven by Helen Hentschel. It seems remarkable that out of six competitors in this class the three which were successful in finishing were driven by girls, while the remaining three were driven by the men.

Only seven of the twenty-odd outboard boats which started succeeded in finishing the strenuous course. The weather was uniformly bad, although the conditions of the water varied at different points depending on conditions of harbor traffic at the particular moment. The pounding to which the boats were subjected opened up seams in the bottom and forced some of the boats out of the running. Those which finished accomplished a noteworthy feat in completing the run and all were glad to reach the safety of the yacht club at the conclusion.

The time made by the other contestants is as follows: Edwin Rosenberg, third place, driving a Baby Whale with an Evinrude Class C engine, 1:47:51. The fourth outboard to finish was Miss Clifton, driving by F. H. Uprichard, also driving a Boyd Martin with a Class D engine. His time was 1:50:50. George Wittich, driving a Lyman boat with a Johnson Class D was right at his heels in 1:51:18. The next two contestants also staged a private little race of their own, these being Wm. C. Csak, driving his own boat with a Johnson Class B, and John B. Harper using an Evinrude C, who finished within 16 seconds of each other. The time for Csak was 1:55:33, while Harper consumed 1:55:49.

An abundance of prizes had been provided for this event and the winner secured four different awards for his effort. The complete prize awards were as follows:

First Boat to Fnish

William Feldhusen, G. F. Codrington Trophy.

Class B, Divisions 1 and 2

1—William C. Csak, Richmond County Y. C. Trophy.
2—Edwin Ruperich, H. S. Brower Trophy.

Class B, Divisions 1 and 2

1—William Feldhusen, Commodore Henry Salamons Trophy.
2—George De Angelis, James C. McCollum Trophy.
3—Edwin Rosenberg, life vest.

Class C, Division 3

1—Fred H. Uprichard, Staten Island Outboard Club Trophy.
2—George Wittich, Great Kills Board of Trade Trophy.

Special

Staten Island Advance Cup for first Staten Island driver to finish —Won by William Feldhusen.

James S. Graham Prize for first driver to pass Midland Beach —Won by William Feldhusen.

Inboard Prizes

1—Edith Dromm, Wilbur Young Trophy.
2—Dorothy Gardner, South Beach Trophy.
3—Helen Hentschel, Richmond County Y. C. Prize.

Advertising index will be found on 3rd last page

THE • FAYBOW • "MIDDY"

SMARTEST OF OUTBOARD CRAFT

In appearance the 16 foot FAYBOW "MIDDY" lacks nothing to be desired. Its beautiful lines and handsome all mahogany, brass-trimmed construction give it the smart look of a larger and more costly craft.

This model is exceptionally seaworthy at all speeds—capable of 34 miles an hour—and it can be turned about in a boat's length without shipping water.

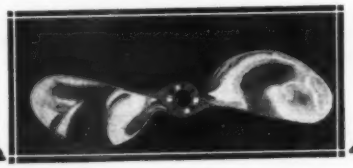
Brass screw and copper fastened and plugged. Upholstered seats with restful backs. Accommodates 6 or 8 persons. Just the boat for all around use —and built for long, rough or calm water service.

Write for illustrated literature.

FAYBOW BOATS, INC., GENEVA, N. Y., U. S. A.

A new 18 ft. Faybow Inboard Runabout with 40 H. P. Lycoming Engine will soon be ready for delivery.

Full details gladly sent on request.



VICTORIES

Won with Stannus Propellers

J. E. WILKINSON WON
Albany to New York Marathon

H. G. FERGUSON MADE
16 Records in 1929
D Record in 1930

EARL GRESH MADE
41 Straight Wins in 1929
with same wheel

EUROPE { **Laros Motors, Italy, beat all previous European Records, May, 1930**

STANNUS FOR SPEED PROPELLER CORPORATION

4089 BEAUFAIT AVENUE
DETROIT, MICHIGAN, U. S. A.

Combination Coverall and Life Preserver Suit

"UTE BUOY"
Washable Life-Preserver Suit

Made of durable white herringbone drill (not waterproof) in one piece style. Entire suit triple needle stitched and bartacked at seams. Cloth is pre-shrunk. Talon Fastener down front. Two back pockets. Life preserver feature consists of two compartments in front, one large compartment in back, holding eight tubes of rubber filled with finest KAPOK. Rubber tubes vulcanized and easily removed for laundering. Compartments arranged to allow freedom of movement. Kapok can't come in contact with water. Wearer has double purpose garment—other life preservers unnecessary. Price $15.00, postpaid.

DEALERS: If your distributor does not handle the U T E-ility Line write us direct.

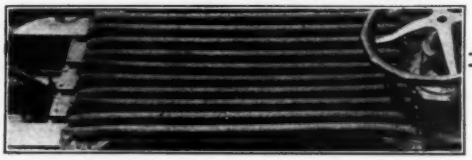
"UTE"
The All-Weather Utility Suit

NEW IMPROVED MODEL — One-Piece — WATERPROOF — WINDPROOF. Made of double texture cloth with rubber vulcanized in between. Rustproof Talon Fastener all way down front. Elastic wristband and concealed elastic waistband. Straps at bottom of legs, breast and side pocket, extra seat in pants and reenforced crotch. Detachable hood. Every seam fully cemented and strapped. Cut full. Khaki color $12.50, White, $16.50, postpaid.

Dealers: If your distributor does not handle the Ute-ility Line, write us direct.

UTILITY GARMENT CORP.
421-425 Arch Street,
Philadelphia, Pa. (dept. M.B.)

Buy an Airubber PAD and FLOAT



YOUR small speed boat will spank you less, you'll drive in far more comfort, if you have an Airubber Floor Pad under you. Multiple air chambers absorb jump shock—good for the old hip-bone and elbow! Does not watersoak or pack down. Dry, extremely light, saves weight. Tied in by brass grommets, helps to buoy the boat if swamped or upset.

Also serves for excellent deck cushion, bunk mattress, life raft, swimming float.

Trade Mark

No. 511, inside rubberized strong, durable khaki jean. Pressure molded all in one piece. Size 20" x 36", weight only 3½ lbs.

The Neptune

Many other sizes; please write for prices.

Neptune Life Preserver

Official equipment on all U. S. Navy seaplanes. Conveniently worn deflated as a vest. Valves close to mouth—two or three blows inflate each separate pair of air chambers. Lightest, most comfortable, excels for sport. Weight 17 oz. Price $5.00. At all outfitters, or if necessary please write us. Folders describing all Airubber products, price list and 2-qt. Camp Water Carrier FREE.

Airubber Department — **New York Rubber Corp.** Box 65 Beacon, N. Y.

PHILIPPINE MAHOGANY

As Supplied by

BLACK & YATES

Is Used as Standard by the Leading Manufacturers of Outboard Boats, Runabouts and Cruisers for the Following Reasons:

1. Beautifully figured
2. Extremely strong and durable
3. Very light in weight
4. Easily worked
5. Economically priced
6. Comes in required widths and lengths
7. Free from pin worm—hole defects

Black & Yates Philippine Mahogany is imported directly from the Philippine Islands, *duty free*, to our Brooklyn, N. Y., yard, where over 2,000,000 feet of clear, thoroughly air-dried and seasoned lumber is carried at all times for immediate shipment.

Let us quote on your* 1930 *requirement

BLACK & YATES, Inc.

Paramount Building

1501 Broadway **New York, N. Y.**

Telephone: Longacre 1345-6-7

LOOKING INSIDE THE OUTBOARD ENGINE

(*Continued from page* 196)

round bottom boat of narrow beam, such as a canoe, this tipping action may cause the boat to capsize. But if the operator is careful, if he has throttled the motor to slow speed, the reverse may be performed easily and quickly and effectively.

When reversing and free tilting are combined in a motor, provision must be made for preventing the motor from being tilted by the backward thrust of the propeller when in the reverse position. This is accomplished by the Reverse Lock—a simple device usually incorporated with the thrust block so arranged that when the motor is turned the drive shaft casing is locked to the thrust block so that no tilting can occur. Sometimes the Reverse Lock is manually operated, being a little lever near the front of the power head within easy reach of the operator where it acts as a wedge or block between some part of The stern bracket and the power head to prevent tilting.

One of the most important developments in the construction of the Drive Unit was the Stream Line gear housing. When outboard motors developed a maximum of two horse power and a boat speed of perhaps eight miles per hour, the resistance of the gear housing in the water was of little moment. But when speed went up this resistance became a real factor.

Originally the gear housing was made to carry the propeller shaft, the bearings and to enclose the gears, nothing else. The drive shaft casing was a round tubing. When a round tube or any other blunt shape is forced through water at some speed, the water cannot close in behind it. Figure 19 illustrates what happens. If the round tube extends to the surface, there is a hollow pocket of air all the way up the back side; if the blunt shape is below the surface entirely, a vacuum is formed back of it and air follows down through little whirlpools or eddies to get to it. The revolving propeller itself has a tendency to create such a vacuum, at any rate, it is forcing the water backward at some speed. If a small amount of air gets into the propeller slip-stream it expands to larger volume and fills the space in back of the propeller blades. The propeller then whirls rapidly around in this air pocket rather than acting against the water.The faster it runs, the more air is drawn in from the surface. There is little if any thrust on the water. Forward propulsion ceases. The motor races at high speed since the resistance of the water against the propeller no longer absorbs the power. This is Cavitation.

Engineers killed two birds with one stone as it were, when they gave the gear housing and the drive shaft casing a streamline form. The resistance to forward motion through the water was greatly reduced; the tendency to cavitation was also largely reduced.

Figure 20 shows the action of a stream-line form in the water. Strange as it may seem, it is not necessary to make the forward edge C sharp except at the very surface of the water, in fact a rather blunt but well rounded shape has been found most efficient. Apparently, the water piles up to *B* to form its own most efficient stream-line form. It is necessary, however, that the rear section taper off into a sharp edge so that the water may flow naturally along it and close easily and completely behind. An examination of the form of any of the faster swimming fish such as the porpoise will show that nature has, in them, produced the perfect stream-line. Not only have engineers profited by this observation, but extensive tests with numerous sizes and shapes of bodies drawn through the water at high speeds have disclosed the most efficient design to use.

As in any power transmitting mechanism, it is important that the shafts, gears, and bearings of the Drive Unit should be ample in size for long life, as nearly frictionless as possible, and have good lubrication. Some engineers favor ball and roller bearings for the drive and propeller shafts at *M*, *N*, and *P*, Figure 17. It is true that these types are capable of withstanding heavy pressure and are as nearly frictionless as any bearing can be under proper operating conditions. But the operating conditions are not always ideal. While special grease is packed into the gear case around the shafts, bearings and gears, some water will get in—and the grease will get out. The bearing *N* is usually blind—it does not extend into any outside space—but bearing *P* must act as a seal to keep the grease in and the water out. In some cases balls or rollers may be used at *M* and *N* with a plain bushing at *P* or there may be a combination ball bearing and plain bushing at *P*. Sometimes, too, such a combination is used at *M*. Grease tends to work upward past the small gear, through the bearing *M* and into the drive shaftcasing. Water then gets in through bearing *P* or elsewhere to replace it. In one case a light brass cup containing a cotton packing is spun over the outside end of bear-

(*Continued on page* 218)

Advertising index will be found on 3rd last page

BROBEIL

CUSTOM BUILT OUTBOARD RACING HULLS

Established 2 New American Records

Class D Division I 41.78 M.P.H.
Class F Division I 36.73 M.P.H.
All Five Miles in Competition

Also

WON 11 FIRST PLACES

in Classes B—C—D and F
at
Inter-Collegiate Regatta, Skaneateles, New York

Brobeil custom designed and custom built outboard racing hulls are ruggedly constructed of the best obtainable materials giving exceptional speeds and wonderful stability in rough water. Built to weight limit with maximum efficiency in design. Neatly finished.

STRAIGHTAWAY SPEEDS IN EXCESS OF

50 MILES PER HOUR

WITH STOCK MOTORS

1929 HARMSWORTH B and C WINNER
1929 CANADIAN CHAMPION

Write for Prices

F. J. BROBEIL

273 EAST STREET **BUFFALO, NEW YORK**

We Specialize in All Types of Aquaplanes

AQUAPLANES

Scientifically designed, beautifully balanced, for towing—

SKIBOARDS

(Patents Pending)

The outboard-motor-propelled aquaplanes—

AKWA-SKEES

(Patented Oct. 17, 1925)

The sporty self-balancing double aquaplanes—

SURF-BOARDS

Standard type and genuine Waikiki Model—

DOLPH

A game played on Akwa-Skees, Skiboards and Aquaplanes

Interesting Proposition for Outboard Boat and Sporting Goods Dealers

Write for details and discounts.

Speed Model Akwa-Skees

SKIBOARD CORPORATION

72 HUBBARD STREET BROOKLYN, N. Y.

National Distributors of Water Sports Equipment

Skiboards make thrilling races.

WILKINSON wore a KAPO KANTSINK SAILORBUOY

The only Kapok Jacket approved by the U. S. Steamboat Inspector, Dept. of Commerce (LB 2848). Safe, Comfortable, Waterproof. Now $11.00.

KAPO PRODUCTS CO.

151 2nd St., E. Cambridge, Mass.

KANTSINK KAPO CEIBASTEX PRODUCTS LIFESAVING EQUIPMENT

For Safety's sake look for this trademark. Beware of imitations.

"Atta—Boy"

A Skowhegan Sensation

Has smart, straight lines that are the season's vogue—scientifically built of real African mahogany, copper fastened. It rides rough water without "dishing," regardless of speed.

Speedy—Safe—Staunch

Beautiful to look at—easy to handle—reasonable in price. If you are outboard minded don't fail to see the "Atta-Boy."

Write for Brand New Free Catalog

SKOWHEGAN BOAT & CANOE CO.

20 Hathaway Street Skowhegan, Maine

THE MONTH WITH THE OUTBOARDS

(*Continued from page* 202)

FLEXIBILITY IN OUTBOARDS

One of the most outstanding features offered the outboard motorist in a long time is the Multi-Flexible Control, which is the newest development found on the Caille Red Head models. The Multi-Flexible Control brings to the outboard boat the same ease of handling and wide range of control formerly enjoyed only on the bigger inboard boats and offers flexibility comparable to the performance of a motor car. It is accomplished by the use of a propeller of variable pitch which may be set at any one of five different angles—three speeds ahead, neutral and one in reverse. The control is effected by means of raising and lowering the propeller handle and with the throttle control also located in the handle, complete maneuverability is assured with literally finger-tip ease. The various propeller pitches provide a high speed forward, low speed forward, controlling speed, neutral or idling, and slow speed reverse. In neutral the blades are feathered so that there is no effect to drive the boat ahead or astern. This makes possible easy starting while the boat is tied to the dock, passengers may be taken aboard, and then at the convenience of the operator the boat may be backed away from the dock and started ahead at any of the various forward speeds.

Many other important improved features are also described in the new Caille Red Head catalogue, copies of which may be secured by writing the Caille Motor Company, Detroit, Michigan.

WHAT THE WINNERS USED

The opening race of 1930 again saw Duplex Marine Engine Oil first across the finish line, for in the Albany-New York race this year the winners of both the outboard and inboard classes followed Gar Wood's example in using this lubricant. J. E. Wilkinson, of Boston, driving a Johnson Sea-Horse 32, flashed down the Hudson at an average speed of 39 m.p.h., outdistancing all competitors and establishing a new outboard record. Wilkinson used Duplex Outboard Special and stated after the conclusion of the race that his lubrication had been perfect, despite the fact that he was running at full throttle every minute of the way.

This year, for the first time, the Albany-New York race had an inboard class, and Jack Prosser, driving one of the new Dee-Wite Runabouts, led a fleet of fourteen to the finish line. The Gray engine, which is standard equipment in the Dee-Wite, used Duplex grade S—the grade specified by Gray—and lubrication was perfect throughout the contest. Prosser had maximum power and speed, full pressure and perfect engine operation.

It will be remembered, that in 1929 Duplex Marine Engine Oil was the choice of the world's champions, led by Gar Wood. Now the history of 1929 is repeating itself, for in Florida, just as the season began to wane, Gar Wood established a new all-time world's mark of 96 m.p.h., using Duplex grade Z. Close on the heels of Wood's spectacular performance comes the Albany-New York race with the wonderful performance of Wilkinson and Prosser. It has become a saying in the trade that those who are out to win use Duplex.

POPULAR RACERS AND RUNABOUTS

(*Continued from page* 200)

largest and most powerful motors and give many years of dependable service under strenuous conditions.

Three models are also available in the runabout class in two hull lengths—the new 15-foot Scamp and the 17-foot Traveler in De Luxe and Junior models. The Scamp is a general purpose runabout sturdily built with mahogany planking on white oak frames. Depending on the speed desired, it can be used with all motors from 3 to 24 horsepower, and may be driven safely by every member of the family at top speed in practically any kind of water, no matter how rough. The Traveler is a smart 5-passenger runabout designed by John L. Hacker. The De Luxe model is a big, fast and husky hull, luxuriously upholstered and equipped with the best of appointments. The Traveler Junior is the same durable hull with substantial fittings, stripped of the more elaborate details. Stock motors of 10 to 50 horsepower provide speeds from 15 to 40 miles per hour.

The Century inboard line consists of two models, each of which is available in two different types—the 17-foot Sea-Maid, 22 and 33, and the 19-foot Aristocrat 45 and 70. The Sea-Maid features a Caille power plant installed in a compartment aft, driving a Caille feathering propeller through Hacker drive. Full automobile control is supplied by a new Century steerer developed by Ross and the flexibility of the Caille power plant. The Aristocrat completes the Century line. This is the custom built inboard runabout, deliveries of which are now available.

Advertising index will be found on 3rd last page

THE KENNEBEC

$145

F.O.B. Waterville

JOY BOY III

SPEEDY, SEAWORTHY
CANOE-TYPE
OUTBOARD MOTORBOAT

An ideal canvas-covered craft with popular Kennebec invisible sponsons. Gracefully crowned deck and coaming. Three full-width roomy seats. Rub rails for protection. Half ribs for added strength of bottom. The unusual performance of this boat has made it one of the most popular Kennebec models for several seasons. For family or for pleasure it is unsurpassed in comfort and ease of handling. Price, spruce finish, $145; mahogany $155, f.o.b Waterville

Send now for free illustrated catalog fully describing the Joy Boy III and many other outboard boats, rowboats, canoes, and equipment.

The KENNEBEC CANOE CO.
Dept. 46 Waterville, Maine

IMMEDIATE DELIVERY *in* NEW ENGLAND

LUDINGTON BOATS
and JOHNSON MOTORS

Winning Team Albany to New York Marathon

DODGE RUNABOUTS
CORSAIR CRUISERS

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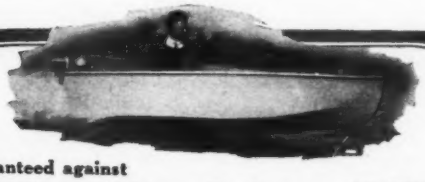
INCORPORATED
20 BROOKLINE AVENUE BOSTON, MASSACHUSETTS



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WINNERS
of Divisions I and II
At
MIAMI BEACH REGATTA
March 26-27, 1930

Built by the Builders of the

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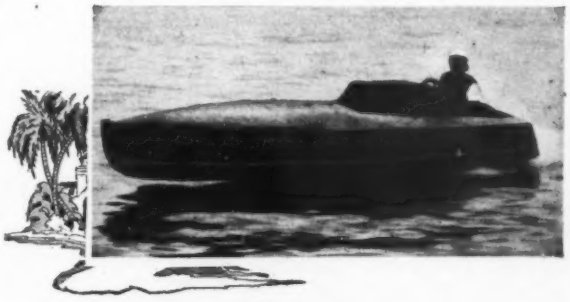


MISS DAYTONA

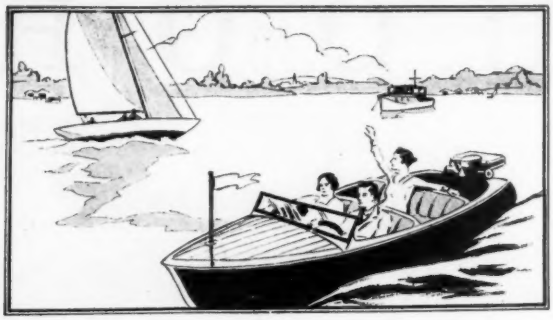
Two of our hulls were in Florida last Winter.

Miss Daytona gave a fine showing in the unlimited 151 class.

Vampire brought home four prizes from the four races in which she was entered.

We build very few boats but we take great pride in those we deliver. Whether you want a racing hull or a family pleasure boat, we can be of service to you.

BRUNO BECKHARD
Flushing Bridge, Flushing, L. I., N. Y.



Get under way, skipper!

Spring tides are in .... up anchor for summer boating pleasure! If you're going to get real enjoyment this season, look to the condition of your marine outfit.

Our long marine experience enables us to supply you with exactly what you need to bring out the best capabilities of your craft .... comfort, appearance and performance.

If you don't have our catalog, send for it today.

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200 W. AUSTIN AVENUE CHICAGO, ILL.

AN ECONOMICAL MOTOR-BOAT — STURDY AS A STEAMER

Economy—speed—safety—and durability—you get these in an "Old Town" square-stern sponson powered with an outboard motor. She skims the water—shoots along as stoutly as the staunchest cruiser.

The extra-strong stern cares for the weight of the motor. Rigidity is wrought into the ribs . . . no vibration or shaking. This and the heavy, non-leak canvas means she won't "loosen up" and need soaking or caulking. An "Old Town" doesn't require going over for a long, long time.

Free catalog shows many outboard craft, including big, fast, seaworthy, all-wood family boats; dinghies; rowboats; speedy step-planes; and also all canoe types. Write today. Old Town Canoe Co., 188 Middle St., Old Town, Maine

"Old Town Boats"

"FINISH FIRST with BALUBRICOTE"

23 AMERICAN RECORDS!

AND THE GOOD WILL OR EXPERIENCE OF

The OUTBOARD "CHAMPS"!

No WONDER 1929 SALES MORE THAN DOUBLED FOR

BALUBRICOTE

Ask your Dealer for BALUBRICOTE, or Order Direct from Makers—Quart, $2.50

BAHL CHEMICAL CO., 194 Elm St., Fall River, Mass.

LOOKING INSIDE THE OUTBOARD ENGINE

(*Continued from page* 216)

ing *P* to effect a better seal and this is said to have improved conditions very materially.

A ball or roller is highly efficient so long as the hard polished balls or rollers and their races are clean and lubricated. A little dirt will start cutting of the balls and races. When the finely finished surfaces once start to go depreciation is rapid. Water will eventually cause rust on the balls, rollers, or races. This pits the surfaces and acts as a grinding compound. Once rust starts the useful life of a ball or roller bearing is extremely short.

Because of the extreme difficulty of keeping all water out of the gear housing—sometimes muddy or sandy, sometimes salt water—some engineers prefer to use plain bearings only at the points, *M, N,* and *P*. These are long, hard bronze bushings carefully reamed to exact size, provided with grooves for distributing the lubrication. The shafts are invariably hardened and ground. Frequently the propeller shaft is of stainless steel to resist salt water corrosion. The gears are usually cut from a tough alloy steel such as chrome-nickel-steel and are hardened and heat treated.

Some years ago a gear manufacturer was asked to specify the sizes of bevel gears necessary to transmit about two horse power at a speed approximately 2,500 revolutions per minute to be used in an outboard motor gear housing. His recommendation was for gears much too large to be accommodated in the small space available. By providing adequate lubrication, by using ample bearings with hardened shafts, and by using only the finest alloy steel, heat treated, in the gears, engineers were able to transmit power much greater than had before seemed possible. It is probable that this would be impracticable if not impossible were it not for the fact that the whole gear housing is immersed in water and therefore kept cool.

In spite of efficient stream-line, adequate gear reduction of speed, and efficient propellers, cavitation has continued to be troublesome. Propellers on outboard motors are forced to the maximum. They have been held to small diameter to obtain the highest efficiency at high speeds. When 20 or 30 horse power is transmitted to a ten inch diameter propeller and the boat not yet moving rapidly through the water, there is a tendency to bore a hole in the water—to suck air into the slip stream and cause cavitation. When a well stream-lined gear housing is abruptly turned, the forward momentum of the boat tends to carry it forward in somewhat of a sidewise position. An air pocket forms to the rear and one side of it. Cavitation may result. Once the air column finds its way to the slip-stream, it may continue until the motor is throttled.

It has been found desirable, therefore, if not quite necessary, to place an horizontal plate around the stream-line housing slightly above the propeller. This anti-cavitation plate or water-guide should extend out in front of the stream-line and may extend out over the tips of the propeller blades and always around the sides. It tends to keep the water currents and eddys horizontal; it discourages the formation of currents from the surface which might carry an air column to the slip-stream. In combination with efficient stream-lining, the anti-cavitation plate has eliminated practically all cavitation even on the larger motors except under very unusual or difficult conditions of operation.

Bevel gears tend to force themselves apart when in operation. There is therefore a thrust upward on the gear *E* and a thrust outward on the gear *F*. Likewise there is the propeller thrust in the direction of the boat's motion. As the parts are shown in Figure 17 the gear thrust is toward the right, the propeller thrust toward the left. Both of these forces act on the propeller shaft. In this case, one tends to off-set the other. If the gear *F* were on the other side of the gear E, as is the construction of some motors, then the gear thrust and the propeller thrust are in the same direction, forward. In either case, a suitable thrust bearing is always provided, usually in combination with the bearing *N* to take this load. Sometimes it is hardened steel on bronze, Sometimes a ball-thrust-bearing. And unless the bearing *M* above the small gear is a type, either ball or roller, which will take the end load against it, some means is provided at that point to take the upward pressure of the gear *E*.

The Drive Unit of an outboard motor must also have provision for the water pumping mechanism for cooling and sometimes, also, for discharging exhaust gases under water. These requirements modify its details of construction as both cooling and under water exhaust are handled in different ways. These details will be covered when the subjects of cooling and silencing are discussed, later.

(*To be continued*)

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WM. FELDHUSEN

WINS

ANNUAL 'ROUND
STATEN ISLAND RACE

on

MAY 18TH

covering the 36 Mile circuit
11 minutes 32 seconds
ahead of next boat

STEWART NUNNELLY

Establishes

TWO NEW RECORDS

For Five Miles

At the First
INTER - COLLEGIATE
OUTBOARD REGATTA

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LAKE SKANEATELES, N. Y.

41.783	**M.P.H.**	**Class D**	**Division I**
36.73	**M.P.H.**	**Class F**	**Division I**

At Lake Quinsigamond May 29th and 30th

MOBILOIL engineers will be on hand to render lubrication service to all users of

Mobiloil

VACUUM OIL COMPANY

LUDINGTON WINS AGAIN

Ludington Flash wins Albany-New York 136 Mile Marathon
2nd Consecutive Time — 1929, 1930
Also places 6, 9, & 10th out of Field of 118 starters
Breaks 1929 Record

Driver J. E. Wilkinson
Atlantic Radio Marine
Boston, Mass.

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First Three Men to Finish Shatter Former Record

Dunnell, Local Man, Former Champion, Has Tough Luck; Fine Conditions

ALBANY-NEW YORK MOTORBOAT RACE WON BY BOSTONIAN

J. E. Wilkinson Lowers Record Set by John Dunnell Last Year.

LATTER'S CRAFT FAILS

WILKINSON FIRST IN 133-MILE RACE

SET NEW RECORD IN MOTORBOAT RACE

TWO OTHERS BREAK MARK

WILKINSON BREAKS OUTBOARD RECORD

THREE BOATS CLIP MARK IN 133-MILE HUDSON MARATHON

Wilkinson immediately after the race stated...

"I don't feel that I deserve much credit myself, for a Ludington Boat and a Johnson motor is a combination that's hard to beat. Here's to the success of other drivers with the same hook-up."

(Signed) *"Wilkie"*

For a Summer of Speedy Water Sport...A LUDINGTON WATERCRAFT

There's a Ludington to meet your ideas on price or speed . . . all winners in their classes . . . safe, dry, fast . . . you'll bring home the prize with a Ludington.

"SPORTSHIP"
a genuine inboard runabout —17 feet of the trimmest, sturdiest, fleetest little craft that ever clipped a wave . . . she's your boat **$995**

"FLASH"
14 feet over all . . . the boat that just won the Albany-New York race . . . for D & E Outboard Motors **$310**

"ROCKET"
a 13½ foot hydro that skims the water like a gull . . . turns like a polo pony . . . off like a rocket. For B & C Outboard Motors. **$260**

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fitted for "A" Outboard Motors . . . 11½ feet of zip and go. Looks like a million dollars, but costs you only **$240**

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BOAT DIVISION

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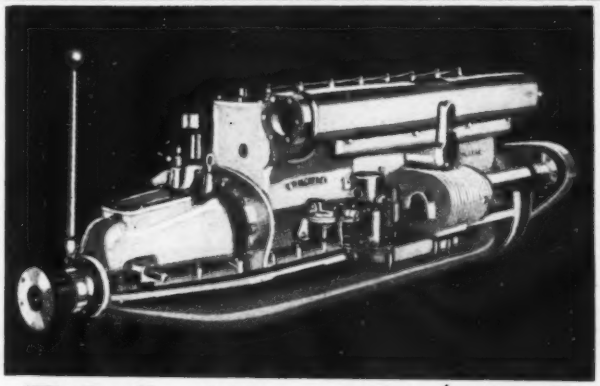
New Niagara Supercharged 4 Cylinder

60-70 H.P.
385 LBS.



New Niagara Supercharged 8 Cylinder

152-156 H.P.
882 LBS

FOR 17 YEARS

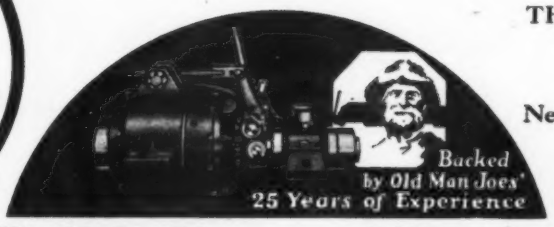
Niagara Motors have Standardized on Joes Gears

Chas. Narraway, Vice President & General Manager of Niagara Motors Corporation, of Buffalo, N. Y. writes us as follows:

"For 17 years we have standardized on JOES. We have many of these Motors that have been in constant service more than 15 Seasons, with an unfailing gratification expressed by their owners of not only performance, but of the unfaltering service and dependability of your Gears."

Because of this dependable, uninterrupted service, 53 builders of marine engines have standardized on JOES GEARS.

52 Engine Builders Standardize on



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REVERSE 80%~88% *of Motor Speed*

There's Money in a Water Taxi Business

Hundreds of beaches, amusement parks, and summer resorts are calling to operators of water taxi service. There's big money to be made with speed boats for hire. All the world is getting out on the water. Spend 25c. for the new 40-page book, "Water Transit Service." It tells you how to set up and operate your own water taxi service.

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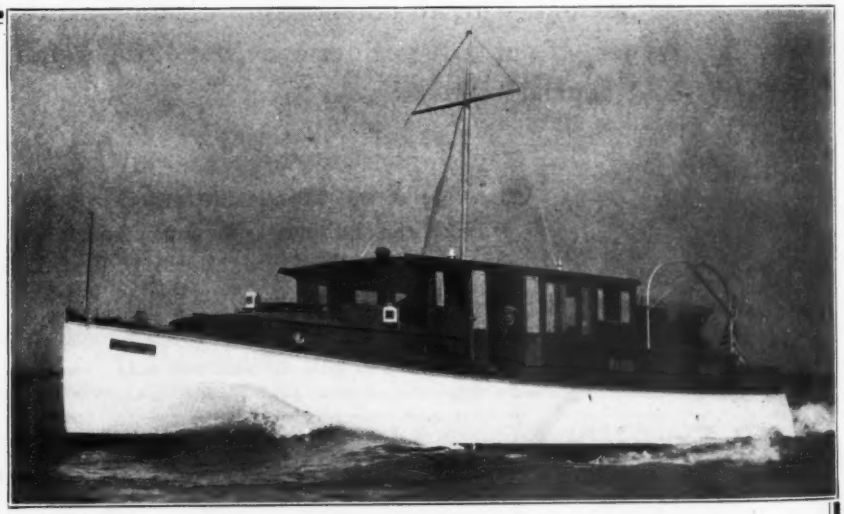

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HERE is an opportunity to own a practically new Matthews 38-Foot Double Cabin Cruiser (used less than 10 hours), at a substantial saving in cost. Fitted with over $1,000 worth of extra equipment in addition to 200 H.P. Kermath special power plant, this boat has many features not found on the standard model. Speed 16-18 m.p.h. Living quarters consist of owner's cabin forward, which has large double bed in addition to single berth, dresser, two lockers and private lavatory with two lockers. Guests' room aft, with four pullman berths, dresser, locker and private lavatory. Entirely enclosed galley amidship, complete with every essential. Large deck house with built-in upholstered seats, desk and table in addition to ample space for three or four wicker yacht chairs. Boat is now in commission and may be inspected in New York. Owner is buying larger craft. For further particulars address: Box 242, MoToR BoatinG.

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Woolsey's Marine Paints and Varnishes, recognized the world over for their supremacy, include Deck Paints, Glisto White Enamel, Engine Enamels and Iron and Steel Bottom Compositions in addition to these famous protective coatings:

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HI-DUTY *Direct Connected* UNIT

Available for use as bilge pump, fuel pump, or as an automatic water pressure system to supply running water on your boat. Built in four sizes and may be had with 12, 32, or 110 volt motor. Very quiet in operation.

Used by leading Boat Builders.

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Write today for literature and prices.

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STURGES ANCHOR HOIST

Easily installed by anyone without disfiguring or marring your cruiser in any way.

Makes Anchor Raising Easy

THIS simple practical device makes anchor raising the easiest job on your boat. The Sturges Anchor Hoist provides every requirement for lowering and raising the anchor with minimum manual effort. For short stops, anchoring with the light service line is usually sufficient, without bothering to get out your heavy anchor line. When not in use, the davit and the hoist can be unshipped, leaving only the base on deck.

The Sturges Anchor Hoist is made for any type of anchor up to 100 lbs. Sturdily built, heavily galvanized. Furnished entirely in brass at slight extra cost. The davit can be designed especially to fit your boat without extra cost.

Made in three different sizes.

You will be surprised at the many features of the Sturges Anchor Hoist. Let us explain them to you. Write today for details and prices.

Davit unships here.
Carrying handle.
Windlass unships here.
Combination base including bitt, adds to appearance of boat.
Rope is easily applied in open type block. Model No. 2 with 3 speed transmission, for anchors 60 to 100 lbs. The low speed gives powerful leverage for breaking the anchor loose from a mud bottom. Second speed (on which the handle is shown) is normally used for hoisting the anchor. The high speed or direct drive on main shaft is for quickly reeling in the slack of the rope. This model also has powerful brake for lowering anchor into water.

Patent Applied For

We also manufacture a special hoist for handling outboard motors.

STURGES ANCHOR HOIST
5 Kensington Road. Bronxville, N. Y.

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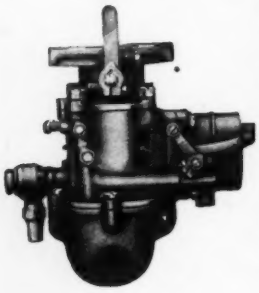
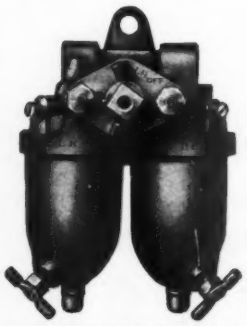
Zenith's time-tested principle of carburetion, applied to marine requirements, has demonstrated its value in the Zenith Marine Carburetor. Positive, dependable action; no moving parts to affect the mixture; rugged, rust-proof construction. Rough seas or quick turns have no effect on engine performance. You can't afford to economize with Safety. That's why so many power boat owners have equipped with Zenith MARINE carburetion, and why it has grown steadily in favor. It sets a NEW standard in marine carburetor performance! Get the most Safety and Satisfaction from your power boat this year—equip with Zenith MARINE carburetion!



Zenith *high-efficiency* filters are built in various models for every make and size of gasoline and Diesel engine. They remove ALL impurities at sustained high speeds and in the hardest service. Efficient in action, easy to install and clean, Zenith filters are sturdy and durable, with *no fragile parts.* Duplex Zenith models provide maximum safety if you frequent rough, off-shore water, strong current or tides. They protect your fuel pumps or injector nozzles. Prevent shutdown due to dirt and water—install Zenith *high - efficiency* filters.



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When you can truthfully
say:—

"THIS BOAT IS CONSTRUCTED OF GENUINE MAHOGANY"

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For Class I and Outboard Boats
The sturdy one-piece construction of this light makes it ideal as a towing post. Made in one-piece casting; brass or aluminum nights polished.

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We save you money. Write for catalog showing prices and be convinced. We specialize in repairing propellers.

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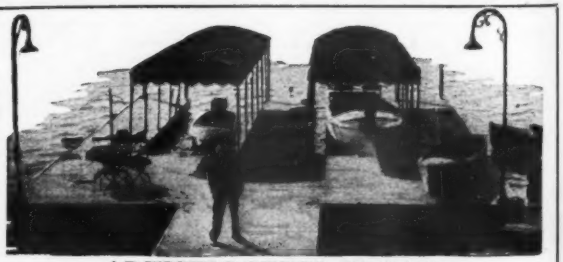

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Of striking beauty and staunch construction these Artistic Steel Floats are designed for use as permanent moorings. They may be constructed in any size and anchored in any harbor.

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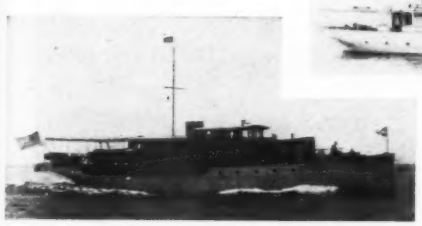
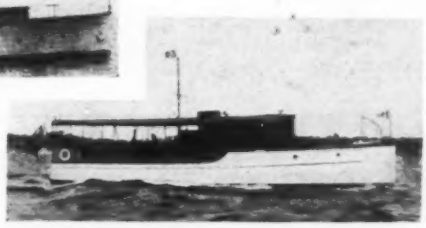


No. 4967 FOR SALE—Roomy twin-screw 85-ft. cruising Power Yacht, built 1927. Speed 13 miles; 2 six-cyl. 100 H.P. Twentieth Century motors. Large deckhouse contains dining saloon, social hall; two double, two single staterooms, bath, shower, three toilets. After deck 24 ft. long. Interior beautifully finished in mahogany, white enamel. Price low for quick sale.

No. 5263 FOR SALE — (Might Charter) — 105-ft. Diesel Yacht. Built 1928. 6-cylinder 170 H.P. Bessemer motor. Dining saloon located in forward deckhouse, after one containing living room. Four staterooms, bath, shower and three toilets. Attractively furnished. Moderately priced.



No. 3438 FOR SALE—Bridge Deck Cruiser, 52'x11'x3'. Speedway powered to cruise 14 m.p.h. Owner's accommodations include two double staterooms and two toilet rooms. Sitting room in deckhouse. A splendid boat for North and South cruising.

THE YACHTS

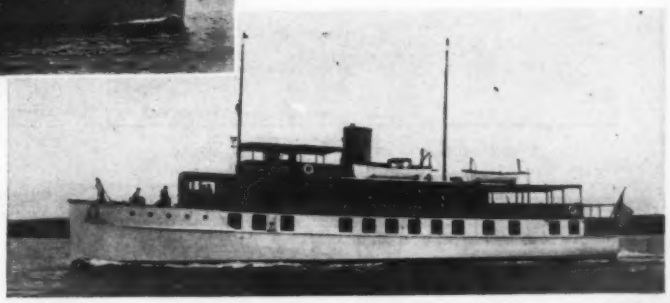
shown on this page represent only a few of the large number listed with us FOR SALE and CHARTER. Inform us of your requirements.

No. 5520 FOR SALE—Twin-screw 66-ft. Consolidated Commuter. Speed up to 22 miles; two 6-cylinder 170 H.P. Speedway motors. New 1929. Double stateroom; dining saloon in deckhouse. Forward and after cockpits. Splendid condition. Unusually attractive price.

No. 5434 FOR SALE—Roomy, fast cruising Power Yacht. 94 ft. long, 15 ft. beam. Built 1928. Two 350 H.P. Winton motors. Cruising speed 17 m.p.h. Large combined dining room-living room in sunken deckhouse forward. Below aft are two double, two single staterooms, three baths, toilet rooms. Large deck space. Attractively finished and furnished. All modern conveniences. Hull double planked. Built from our plans and under our supervision. Price attractive for immediate sale.

No. 4660 FOR CHARTER — (Might Sell) — Steel, twin-screw 160-foot Diesel Yacht. Deckhouse contains dining room, owner's stateroom and living room. Below are seven staterooms, three baths, five toilets. Attractively fitted and furnished.

No. 4877 FOR SALE—Steel, twin-screw 112-ft. Cruising Houseboat. Two 6-cylinder 125 H.P. Winton motors. Large deckhouse containing owner's stateroom and bath, combined living and dining room. Below are six staterooms and four baths. Heavily constructed in best manner. Beautifully finished and furnished. Price attractive. Write for further particulars.



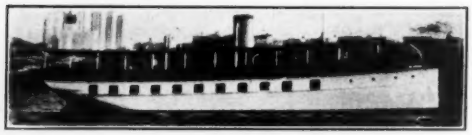
HENRY J. GIELOW INC.

Designers of America's Finest Yachts

BROKERAGE DEPARTMENT

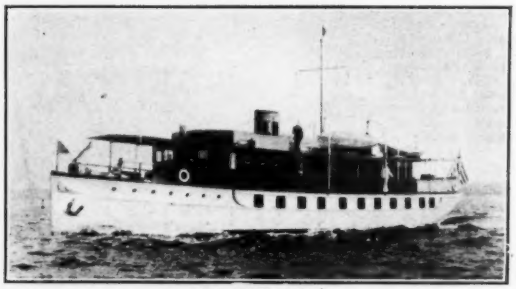
FOR SALE

All of the yachts shown on this page are for sale. Some of them may be chartered. Select those which appeal to you most and we shall be glad to send complete information and prices. You are safe when buying through Gielow.

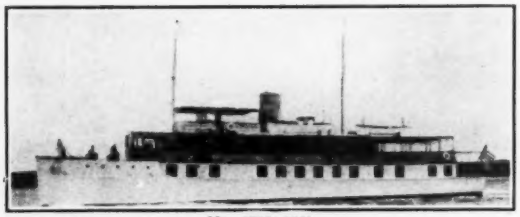


No. 9962—88'
TWIN SCREW HOUSE BOAT

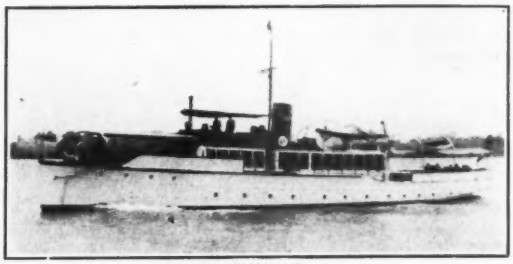
No. 11104—66'
TWIN SCREW EXPRESS CRUISER



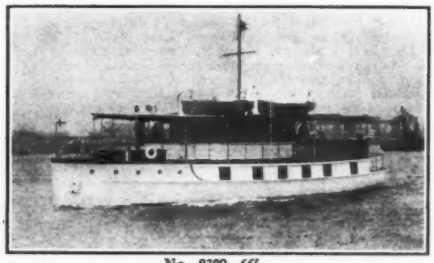
No. 10059—104'
TWIN SCREW CRUISING HOUSEBOAT



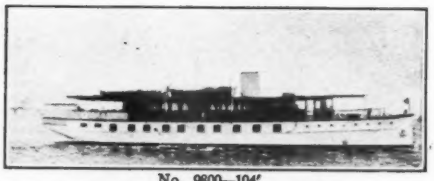
No. 9732—115'
TWIN SCREW CRUISING HOUSEBOAT



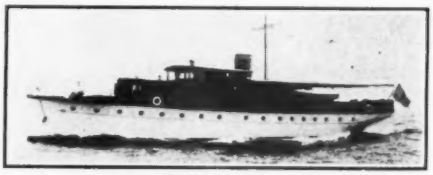
No. 7802—110'
TWIN SCREW MOTOR YACHT



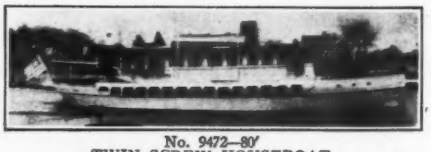
No. 8399—66'
TWIN SCREW HOUSEBOAT



No. 9800—104'
TWIN SCREW HOUSEBOAT



No. 10681—85'
POWER CRUISER TWIN SCREW



No. 9472—80'
TWIN SCREW HOUSEBOAT

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FOR SALE

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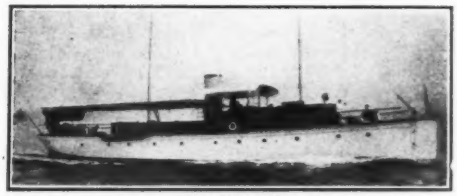
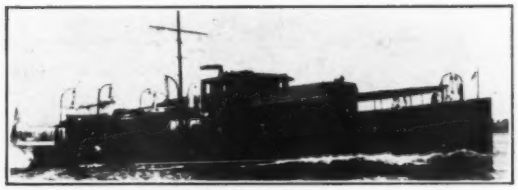
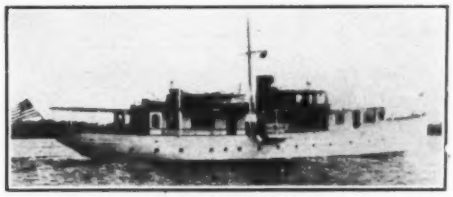


No. 7034—91′
TWIN SCREW DIESEL YACHT

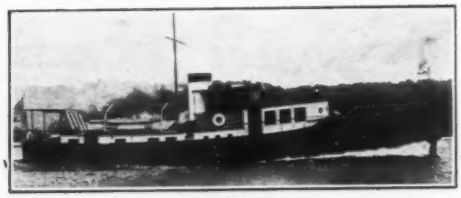
No. 9768—160′
TWIN SCREW DIESEL YACHT



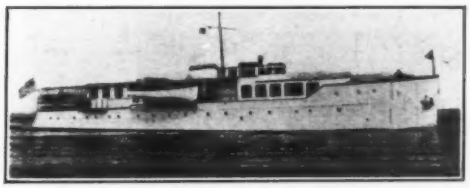
No. 7603—145′
TWIN SCREW DIESEL YACHT



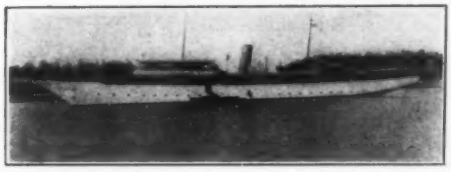
No. 10229—105′
DIESEL POWER YACHT



No. 10303—70′
TWIN SCREW SEMI-DIESEL YACHT



No. 10905—122′
TWIN SCREW CRUISER



No. 9536—170′
OIL BURNING STEAM YACHT

No. 11253—75′
TWIN SCREW MOTOR YACHT

No. 9553—140′
OIL BURNING STEAM YACHT

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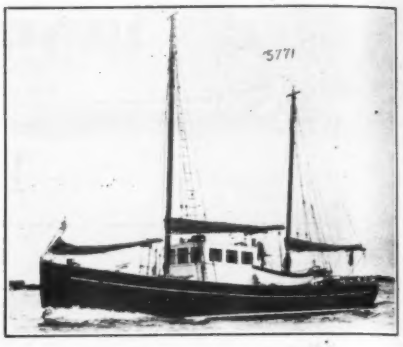
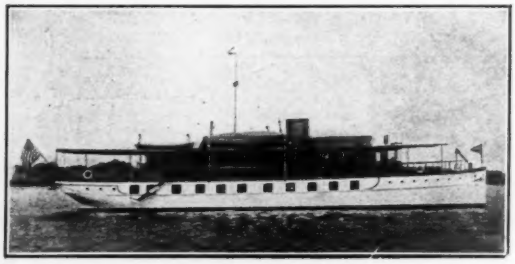
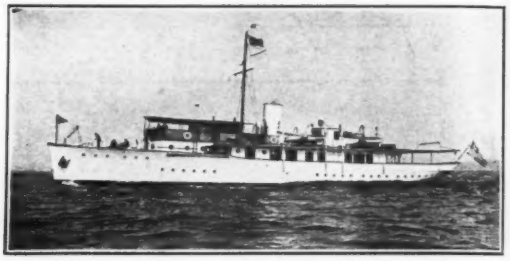
No. 6145—For Sale or Charter—Off-Shore auxiliary schooner designed by Wm. H. Hand Jr., built by Hodgdon Bros. in 1924. 126'10" o.a., 98'6" w.l., beam 25'2", draft 13'10", has 140 H.P. Atlas Diesel, speed under power 8½ knots, 4 double staterooms and one single.



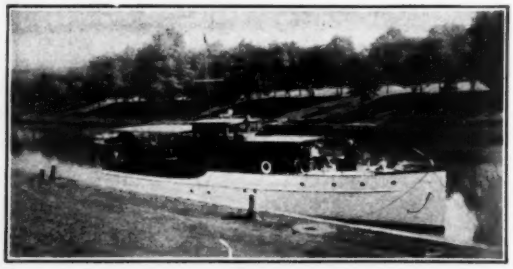
No. 5771—50/50 auxiliary ketch, designed by Wm. H. Hand Jr., in 1927, 59'3" o.a., 52'10" w.l., beam 16' draft 5', equipped with semi-diesel Fairbanks Morse 60 H.P. speed 10 knots, two double staterooms, enclosed deck house. Fine for off-shore cruising and fishing.



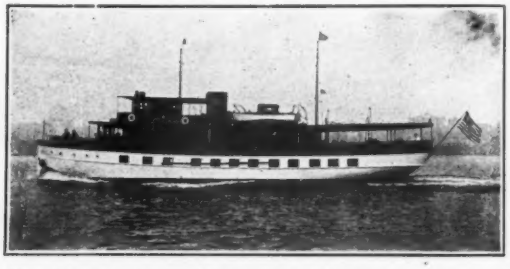
No. 1769—For Sale or Charter—103'4" Yacht. Four double staterooms and one single, including three bathrooms. Powered with two Winton motors of 250 H.P. each.



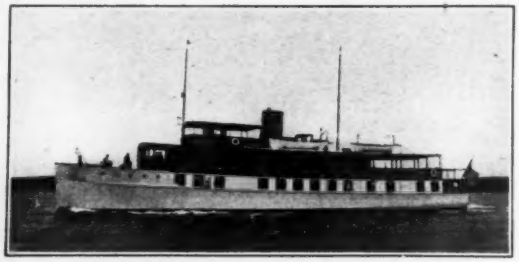
No. 8212—For Sale or Charter—160'5" Diesel Yacht. Three double staterooms and four single, including five bathrooms. Powered with two Winton motors, 350 H.P. each.



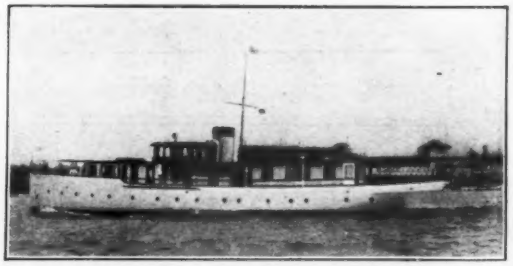
No. 9868—For Sale—75' Yacht. Four double staterooms and one bathroom. Powered with two Sterling motors, 150 H.P. each.



No. 1936—For Sale or Charter—99'6" Houseboat. Five staterooms, two with two beds, one with double bed, two single. Three bathrooms, large living room and dining room, galley and pantry.



No. 1786—For Sale—111'6" Steel Yacht. Completely equipped and furnished throughout. Has 27 K.W. Generator and 60 ampere Edison batteries. All auxiliary pumps in duplicate; all deck houses and trim of Teak. Powered with two Winton motors 125 HP. each.



No. 10430—106' Steel yacht for Sale. Built in 1928. Powered with Bessemer engine of 225 HP. Two double staterooms and two single. Beautifully furnished.

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Telephone Murray Hill 0941

347 Madison Avenue New York, N.Y.

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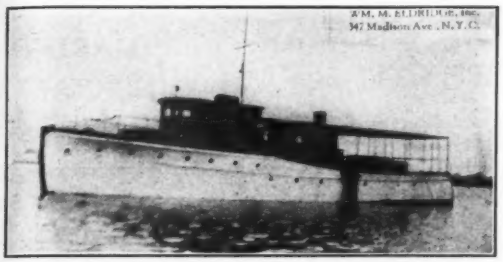
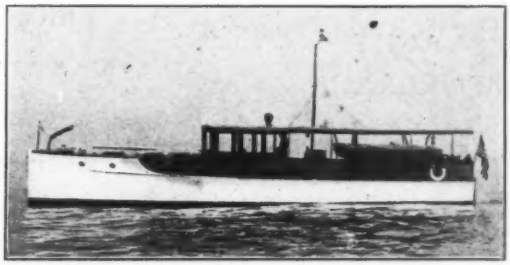
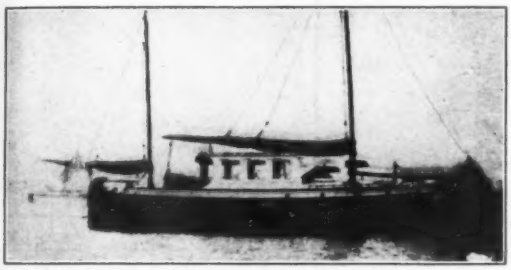


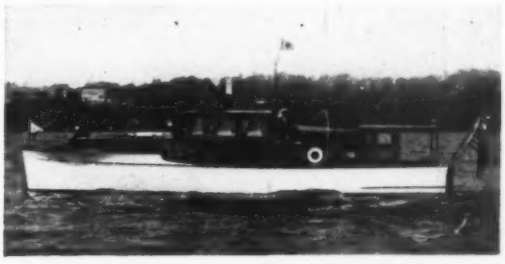
No. 2534—T. S. Diesel Yacht, completed Oct. 1929. Designed expressly for off shore cruising. Two staterooms, bath and extra toilet, sun deck and dual control installed since photo was taken. Speed 15 miles. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Avenue, New York, N. Y.



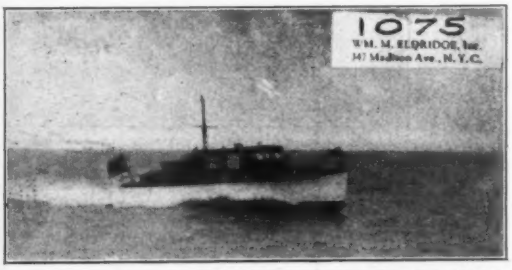
No. 1369—An ideal cruiser. Two Maybach motors. Beautifully equipped. Sleeps seven. Double planked mahogany teak decks. Owner has always taken special pride in keeping his yacht in finest condition. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Avenue, New York, N. Y.



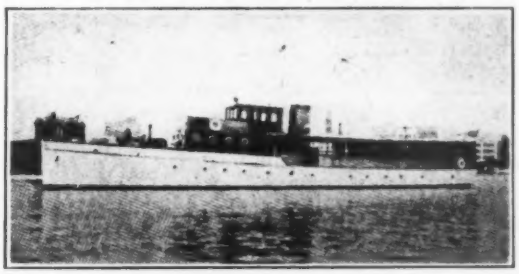
No. 1144—Auxiliary designed by Hand, 50' x 13'6" x 5'6". Sterling Motor. Is designed for off shore cruising. Single stateroom and cabin sleeping four. A better than new yacht. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Avenue, New York, N. Y.



No. 1083—For immediate sale—45 ft. express cruiser, two 200 H.P. Hall-Scott motors, perfect condition. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Avenue, New York, N. Y.

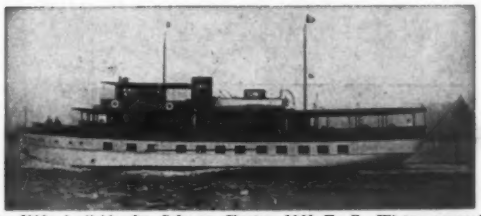


No. 1075—Commuter 47' long with speed of 32 miles. Pair Capitol Liberty Motors in A-1 condition. Electric refrigerator, electric windlass, lighting plant. Cannot be duplicated for less than double the asking price. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Avenue, New York, N. Y.



No. 2522—T. S. Winton Diesel yacht 100' long. Three staterooms, two baths. Entirely refurnished 1929. Grand piano, radio transmission set, duplicate lighting plants. Inquire, etc.

No. 1194—Probably one of the finest and most beautifully appointed yachts of her size. Twin screw 55' long. Decorated by Tiffany Art Studios. Used about 2 months. Three staterooms, bath and 2 toilets. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Avenue, New York, N. Y.



No. 2016—Available for Sale or Charter—100' T. S. Winton powered cruising houseboat. Is beautifully furnished and in exceptionally fine condition. Five staterooms, three baths. Inquire WILLIAM M. ELDRIDGE, Inc., 347 Madison Avenue, New York, N. Y.

If Interested in "Craft of the Better Kind," a Small Cruiser or Ocean-Going Diesel or Auxiliary, Inquire of

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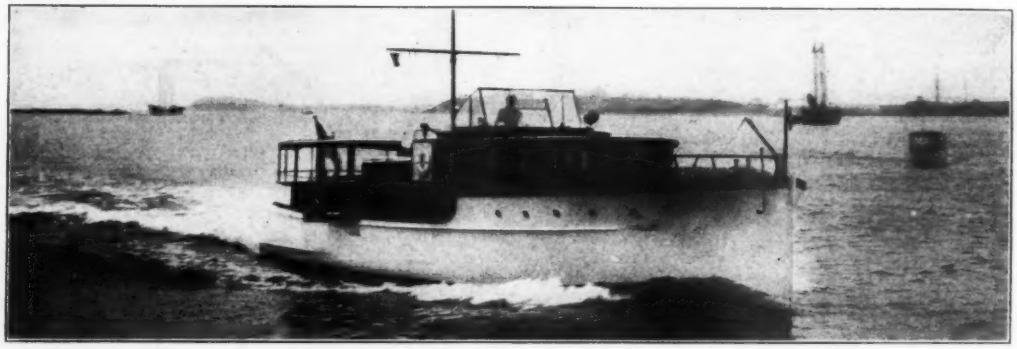
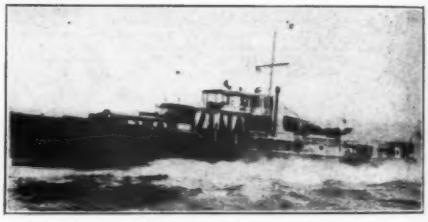


No. 989—75′ Twin Screw Express Yacht

No. 567—72′ T. S. Motor Yacht

THESE ARE BUT A REPRESENTATION OF THE LARGE NUMBER OF YACHTS BOTH FOR SALE AND CHARTER THAT ARE LISTED WITH US

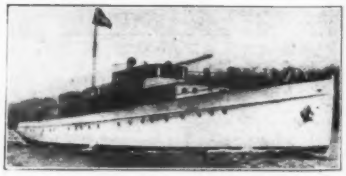


No. 664—65′ T. S. Commuter

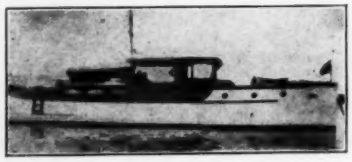
WRITE US YOUR REQUIREMENTS, YOU WILL BE WELL SERVED

No. 5525—139′ Steam Yacht

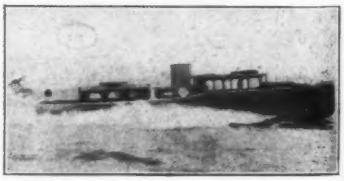
No. 883—74′ Racing Ketch.



No. 6024—150′ Diesel Yacht



No. 3606—42′ Raised Deck Cruiser



No. 933—52′ Day Cruiser

WRITE FOR FULL INFORMATION

PLEASE STATE YOUR REQUIREMENTS

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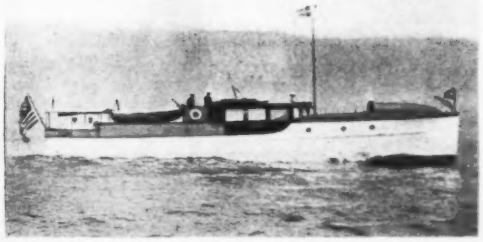


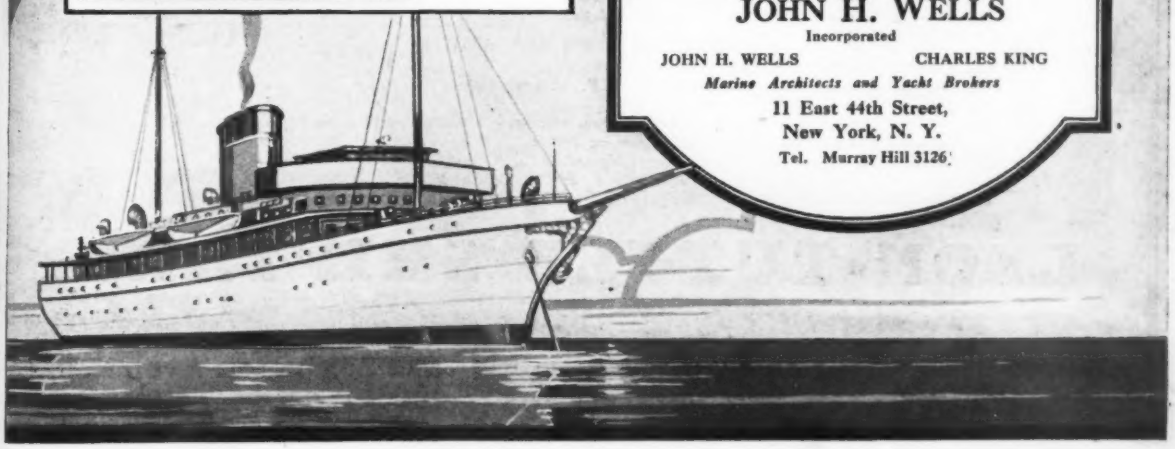
NO. 640—For Sale—Express Cruiser—completely equipped, owner's quarters sleeping four, crew's quarters for four, toilet, galley, deck salon, and forward cockpit. Length o. a. 70', beam 12'6". w. l. 62'4", draft 3'9". Two 6-cyl. Speedways give a speed of 22 m.p.h.

NO. 725—For Sale—Express Cruiser very well furnished and equipped. Length o. a. 50'8", beam 12', draft 2'6". Powered with two 6-cyl. Sterling Dolphin specials, attaining a speed of 28 m.p.h.

NO. 2381—For Sale—Steam Yacht, clipper bow, fully equipped, in good condition. No vibration at cruising speed. Length o. a. 181' beam 23'7", w. l. 146', draft 9'6". Sleeps seven comfortably in owner's quarters, 4 bathrooms, deckhouse, smoking room, dining salon.

NO. 1333—For Sale—33' Hydroplane speedboat powered with two Gar Wood Liberty motors, 450 H.P. each. Speed about 50 m.p.h. Has had little use, can be purchased at half original cost.

NO. 2411 — For Sale—One of the well known New York Yacht Club 40 footers. Ideal for racing and cruising. Sleeps 4 comfortably in cabin, owner's room, toilet, galley, and crew's quarters with toilet. Length o. a. 59', beam 14'5", w. l. 40', draft 8'5".



Meeting your diversified yachting requirements with the utmost in skilled engineering and beauty of design. A request stating your needs will bring full particulars together with plans, descriptions and photographs of yachts for the waters in which you may wish to cruise.

An extensive and complete list of boats of various sizes, both sail and power, for sale or charter, are immediately available.

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Marine Architects and Yacht Brokers

11 East 44th Street,
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Tel. Murray Hill 3126

RUNABOUTS!

BUY your next boat from the largest runabout dealers in the world. We have the biggest selection of new and used runabouts ever offered, also a number of popular cruisers we have taken in trade. No matter what size, type, speed or price boat you want, you will probably find it here.

Every used boat we sell has been put through our plant and thoroughly reconditioned so we can guarantee them as to both hull and power plant, in excellent running condition and ready for quick delivery. Come up to our plant and inspect these boats yourself, and let us give you a demonstration. The following are offered, subject to prior sale.

SEA-LYON RUNABOUTS

No. 211—36′ Sea-Lyon "60", 425 H.P. Lyon-Tuttle Liberty Motor	$6000
No. 202—30′ Sea-Lyon "45", 200 H.P. Sterling Petrel Motor	4200
No. 218—30′ Sea-Lyon "45", 200 H.P. Sterling Petrel Motor	4200
No. 213—28′ Sea-Lyon "40", 200 H.P. Scripps Motor	3700
No. 207—28′ Sea-Lyon "40", 200 H.P. Scripps Motor	3500
No. 201—24′ Sea-Lyon "35", 110 H.P. Chrysler Motor	2300
No. 200—24′ Sea-Lyon "35", 110 H.P. Chrysler Motor	2200

BABY GAR RUNABOUTS

No. 140—33′ Baby Gar, 400 H.P. Gar Wood Liberty Motor	$6000-
No. 165—33′ Baby Gar, 400 H.P. Gar Wood Liberty Motor	4750
No. 159—33′ Baby Gar, 500 H.P. Gar Wood Liberty Motor	2500
No. 216—28′ Baby Gar Sedan, 200 H.P. Scripps Motor	2500

HACKER RUNABOUTS

No. 208—26′ Hacker Sedan, 200 H.P. Sterling Petrel Motor	$3200
No. 206—29′ Hacker Dolphin, 200 H.P. Sterling Petrel Motor	3000
No. 210—26′ Hacker Sedan, 200 H.P. Scripps Motor	2500
No. 192—29′ Hacker Special, 110 H.P. Chrysler Motor	1500
No. 221—29′ Hacker Dolphin, 200 H.P. Sterling Petrel Motor	2500

CHRIS-CRAFT RUNABOUTS

No. 209—24′ Chris-Craft, 110 H.P. Chrysler Motor	$1700
No. 190—22′ Chris-Craft, 110 H.P. Chrysler Motor	1500

MISCELLANEOUS RUNABOUTS

No. 182—28′ Sea-Sled, 200 H.P. Hall-Scott Motor	$3000
No. 204—26′ Albany custom runabout, 150 H.P. Scripps Motor	2750
No. 212—26′ Dart, 150 H.P. Kermath Motor	2200
No. 171—30′ Hacker designed Albany built custom runabout, 250 H.P. Sterling Motor	2000
No. 214—26′ Dodge, 110 H.P. 8 cyl. Lycoming Motor	1650
No. 198—18′ Gesswein, 40 H.P. Universal Motor	900
No. 215—24′ Fay & Bowen Runabout, 50 H.P. Fay & Bowen Motor	600
No. 220—Biscayne Baby—125 H.P. Scripps Motor	1000

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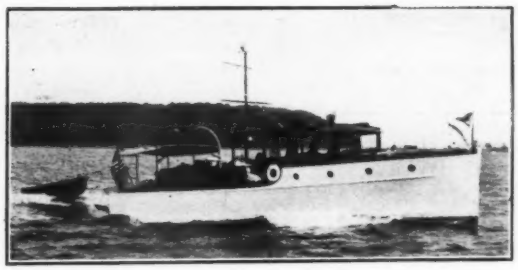
DAWN BOAT CORPORATION

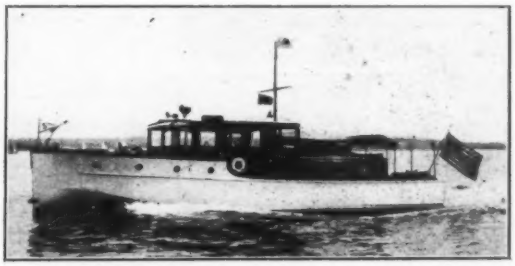
CLASON POINT — NEW YORK CITY

Telephone: Westchester 7000

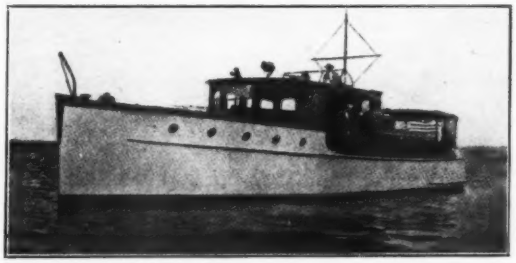
The following used cruisers are among a few that have been taken in trade on new Dawn cruisers. These cruisers will all be reconditioned and sold under a guarantee. A liberal time payment plan has been arranged. Other cruisers for sale include those of practically every standardized builder.



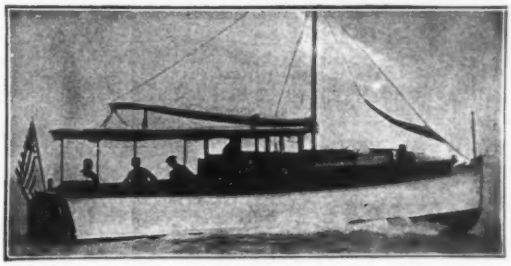
No. 133. Dawn 45, semi-enclosed bridge. Two 65 H.P. Kermath motors. Immediate delivery.



No. 114. Dawn 45 ft. Enclosed deck house. Lux fire-fighting system. Sleeping accommodations for six and one in crew. Homelite generating set. Shipmate gas stove. Two 70-100 H.P. Lathrop motors. Immediate delivery.

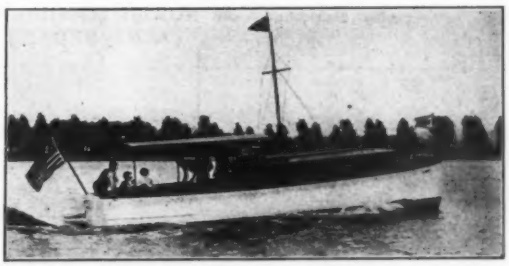


No. 116. Dawn 50 footer. New 1929. Powered with two 150 H.P. Lathrop motors. Dual control. Shipmate stove, Frigidaire, Lux fire-fighting system. Would cost $27,000 to duplicate. Boat may be had at a substantial saving. Immediate delivery.

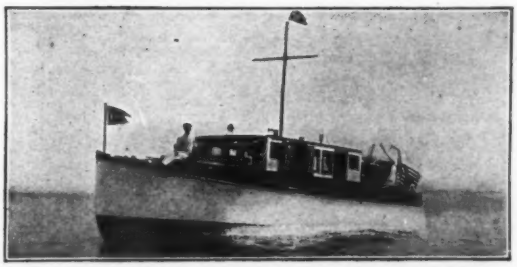


No. 126. Three Standard Matthews 38s. 1927, 1928 and 1929 models. These boats are in excellent condition.

No. 127. Banfield 32—1928 model, 100 H.P. 6 cylinder Kermath. Splendid condition.



No. 125. Elco Cruisette, new 1928. This boat is in excellent condition, completely equipped.



No. 124. 46-ft. Matthews Double Cabin Enclosed Bridge Cruiser. New 1929. Powered with 6 cylinder 150 H.P. Kermath. This boat is in good condition and a bargain.

No. 128. Kyle 38, 65 H.P. 6 cylinder Kermath motor, dinghy and davit. Boat in splendid condition. In commission.

These boats must be seen to be appreciated. Our plant and service yard, located right in New York City, is easy and convenient to reach. Come and inspect them in person.

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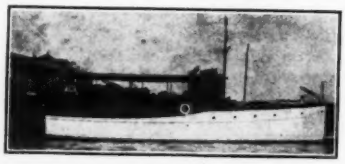
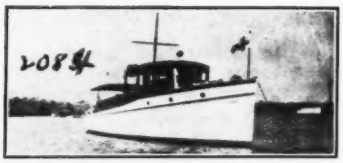
305 CONGRESS STREET, BOSTON, MASS.

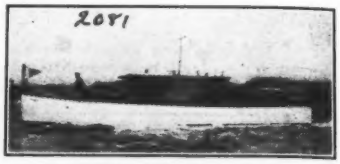
BROKERAGE OFFERINGS FOR JUNE



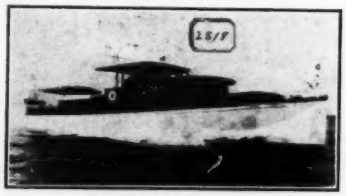
No. 2094—47' Double Cabin Yacht



No. 2084—44' Double Cabin Cruiser

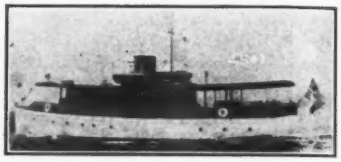


No. 2081—46' Single Screw Yacht



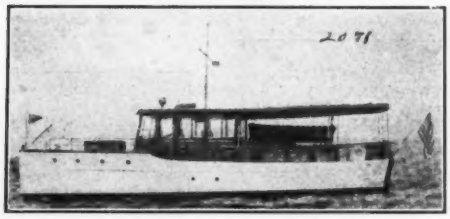
No. 2518—65' Power Yacht

No. 2526—75' Express Cruiser



No. 2501—72' Power House Yacht

No. 126—32' Auxiliary Yawl



No. 2071—42' Single Screw Cruiser

No. 125—31' Auxiliary Yawl

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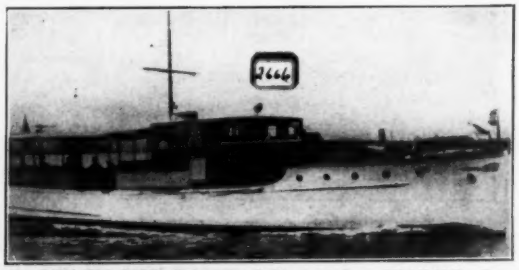
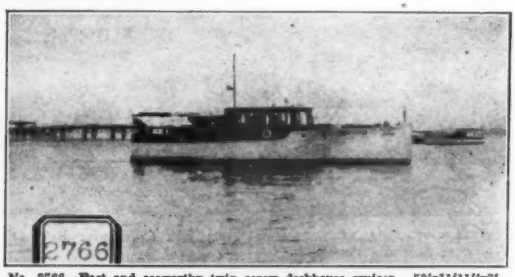
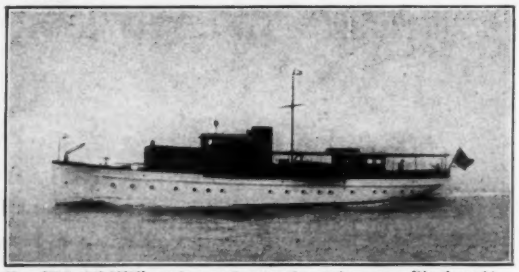
YACHT BROKERS—NAVAL ARCHITECTS



No. 2666—FOR SALE—Twin screw deckhouse cruiser. 68'x14'x3'6". Recently built. Speed 18 miles per hour. Very complete equipment. Price attractive.



No. 2766—Fast and seaworthy twin screw deckhouse cruiser. 50'x11'11"x3'. Recently built by well known yacht builder. Speed 18 miles per hour. Comfortable accommodations. Complete equipment.



No. 2506—98'x17'6" modern and attractive twin screw Diesel yacht. Recently built of very best construction. Very smooth performance. Excellent sea boat. Generous deck space. Good accommodations. Powered with two 200 H.P. new type Winton Diesel engines. Completely equipped with most modern devices, mechanical refrigeration, fire extinguishing system, etc.

No. 2723—FOR SALE—62' cruising yacht. Used only two months. Owner now building larger boat. Equal in every way to a brand new boat. Three staterooms, bath, two toilets, large deckhouse, separate navigating bridge and sun deck. Exceptionally comfortable and excellent sea boat. Price most attractive. Write or wire. Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Ill.

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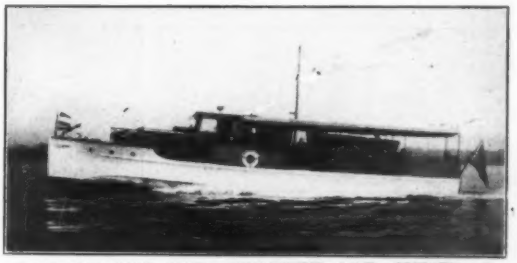
Formerly General Manager of The Elco Works of Bayonne, N. J.

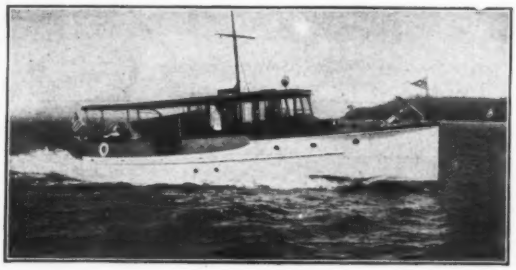
366 MADISON AVENUE (CORNER 46TH ST.) NEW YORK CITY

Telephone: Murray Hill 8676

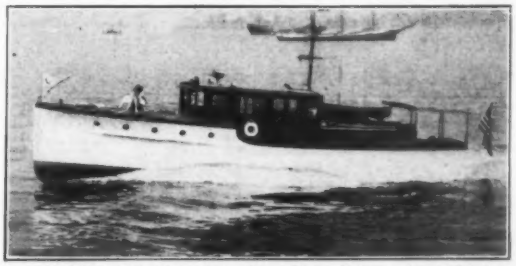
No. 1—FOR SALE—50-FT. TWIN-SCREW ELCO CRUISER. Two fine staterooms and bath. Delightful deck house. Speed 15 m.p.h. Cruising comfort and economy.



No. 2—FOR SALE—54-FT. TWIN-SCREW A.C.F. CRUISER. Two double staterooms—bath. Lovely dining-saloon and deckhouse. Speed, 18 m.p.h. Comfort with speed.



No. 3—FOR SALE—42-FT. ELCO CRUISER. Latest Model with deck-house and double cabins. 6-cylinder motor. Most attractive family boat.



No. 4—FOR SALE—50-ft. Twin Screw Dawn Cruiser, this model has proven unusually successful. Forward and after staterooms, enclosed deck house and flying bridge.

Full Line of All Other Makes and Sizes, including Consolidated, A. C. F. and Other Elco Models

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85-FOOT MOTOR YACHT—with Houseboat Accommodations

This beautiful Modern Motor Yacht, having all the spacious comforts of a Cruising Houseboat, is available for charter after May 28th, in full commission, at the convenience of the charter party. 85-ft. Long. 15-ft. Beam. Built in 1927 by the New York Yacht, Launch & Engine Co. Twin Screws—6 cylinder—20TH CENTURY Gasoline Engines. Speed 14 M.P.H. Will cruise nicely at 12 M.P.H. Two large Double Staterooms. Two Single Staterooms. Two Bathrooms. Deck Dining Saloon—also a Lounge Deckhouse aft. Separate Pilot House. Fine Deck Space. Crew's Quarters in fo'castle.

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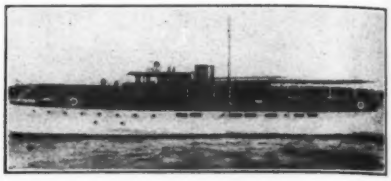
HIGH CLASS YACHTS OF ALL SIZES AND TYPES FOR SALE AND CHARTER

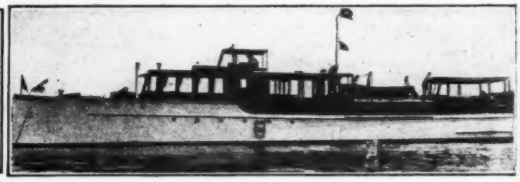
No. 8169—160 ft. Steel Diesel Yacht

No. 4457—105 ft. High Speed Express Cruiser

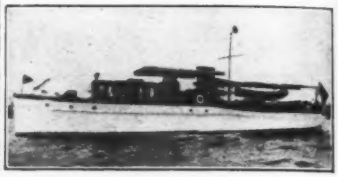


No. 8623—85 ft. Twin Screw Gas Yacht

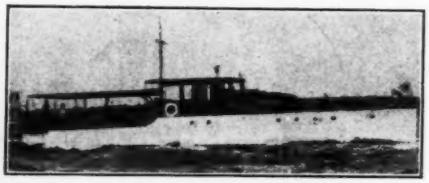
No. 8794—45 ft. Commuter



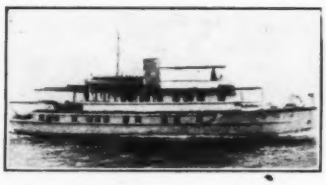
No. 7968—77 ft. Express Yacht



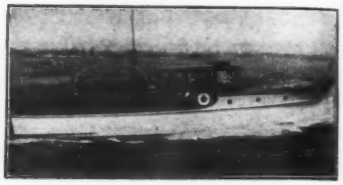
No. 2566—67 ft. Gas Cruiser



No. 5757—70 ft. Diesel Cruiser



No. 8265—100 ft. Power House Yacht



No. 5308—45 ft. Twin Screw Cruiser

Yachtsmen's Service Agency

BROKERAGE AND INSURANCE

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HOUSEBOATS — STANDARDIZED AND CUSTOM MADE BOATS — DIESEL YACHTS
AUXILIARIES — EXPRESS CRUISERS — SEA SKIFFS

BRIDGE DECK CRUISERS

39′ x 10′6″ x 3′, built 1926, 120 H.P. Cont. Van Blerck. Two double staterooms. Boat in fine condition and fully equipped for cruising. Has accommodations and appearance of much larger boat.

50′ x 12′6″ x 4′ Vinyard Cruiser, built 1928, 100 H.P. Buda. Roomiest and most luxuriously furnished yacht of her type. Most rigid inspection invited.

56′ x 15′ x 3′4″, completed 1929, 110-150 H.P. Redwing. Fully equipped and in first class condition, practically new. Cost owner over $20,000 to build.

EXPRESS CRUISERS

40′ x 10′ x 2′4″ Consolidated cruiser, built 1924, two 100 H.P. each Lathrop Mystic motors (1929). Ideal for cruising or fishing; highest grade construction and finish; good sea boat; hull in good condition. Engines have not been broken in.

62′ x 11′6″ x 3′2″, Consolidated cruiser, built 1928, two 170 H.P. each Speedways, 21-23 M.P.H. In excellent condition throughout, practically like a new boat.

81′ x 14′6″ x 4′ Consolidated Bungalow boat, built 1926, two 550 H.P. each Wright Typhoons, speed 28 M.P.H. Has accommodations of houseboat and abundance of deck space, and exceptionally large deckhouse. In excellent condition, fast, able and well ventilated.

HOUSEBOAT CRUISERS

50′ x 13′7″ x 3′, 50 H.P. Standard speed 10-12 M.P.H. Largest accommodations possible for craft of her length. Economical to operate. Boat in first class condition.

55′ x 14′ x 3′6″ Houseboat, two 60 H.P. each Lathrops. A very handsome cruiser with large deck saloon. One of the finest of her type and size afloat. Ideal for Florida cruising.

AUXILIARIES

40′ x 14′ x 4′6″ Aux. Sloop, 40 H.P. Lathrop. Built 1928, equipment and furnishings best that money can buy. In splendid condition. Ideal for Florida and off-shore cruising.

85′4″ x 9′6″ x 7′10″ Aux. Diesel Ketch, built 1929, powered with Kahlenberg Diesel. Built and equipped to cruise to Alaska and around world. In excellent condition.

54′ x 14′ x 3′ Elco Cruiser, two 106 H.P. each Chrysler Imperials installed 1929, speed 14-15 M.P.H. Boat in excellent condition, must be seen to be appreciated.

98′ x 17′6″ x 6′6″ Diesel Bridge Deck Cruiser built 1928, two 200 H.P. each Wintons, speed 14-16 M.P.H. Heavily constructed, fine and able sea boat; has plenty of deck space and large deckhouse. In excellent condition.

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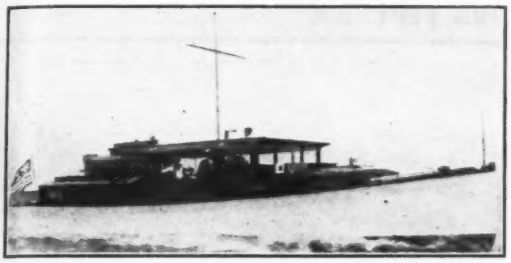
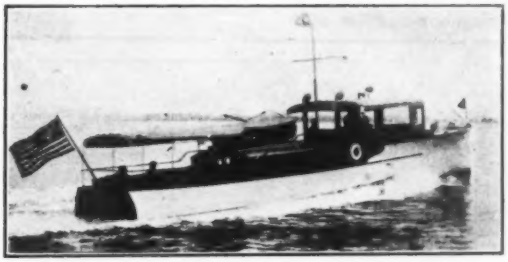
Telephone
Hubbard
3733

WILLIAM LEE HOWARD
YACHT BROKER

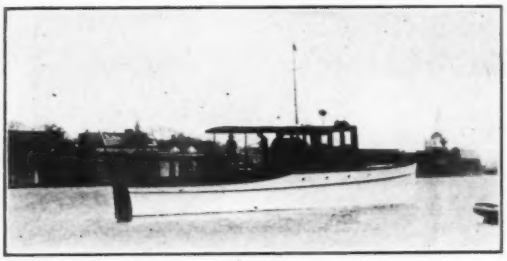
131
STATE STREET
BOSTON



NO. 1075—Popular 46' Matthews double cabin open bridge cruiser. Double berth in owner's cabin forward, four berths in after cabin, each has enclosed toilet room. Sterling motor giving speed of 17 miles. Boat only one year old and in excellent condition.



NO. 545—Luders built 58' Twin Screw double cabin cruiser. Controls on bridge, large after cockpit. An unusually distinctive craft throughout.



NO. 1081—A real bargain in a well built 50' double cabin power cruiser. Two Redwing motors installed 1928. Owner has just purchased an 80' yacht through us and is anxious to sell quickly.

NO. 723—One of the well-known Lawley 38' cruisers, built 1927. 100 H.P. Scripps motor giving speed of 14 miles. Large main cabin sleeps 4, separate stateroom sleeps 2, galley and separate toilet. Excellent condition throughout. Price reasonable.

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OPPOSITE GRAND CENTRAL TERMINAL
NEW YORK CITY, NEW YORK

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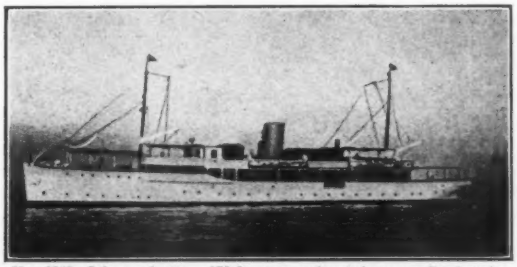
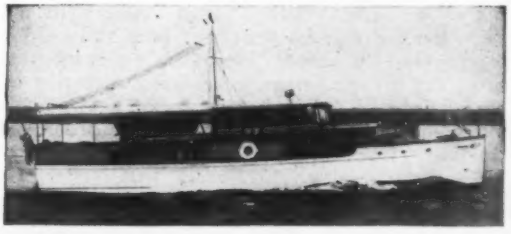
Yachtbroco, New York



No. 2755—Sale or charter. 172-ft. ocean going twin screw diesel yacht. Four double and two single staterooms, four baths. Large deckhouse containing dining saloon, library, living room, etc. Two 350 H.P. Winton motors. Speed 12 miles cruising. Cruising radius 10,000 miles.

No. 3172—Twin-screw 65-foot express commuter. Owner's cabin with two berths and toilet room, and galley aft. Crew's quarters and galley forward. Roomy bridge deck, semi-enclosed. Speed 28-30 miles. Attractive buy.

No. 3124—68-ft. twin-screw express cruiser. Hull double planked mahogany. Fittings and furnishings of the very best. Two double staterooms, dining and living room. Cockpit in bow. Two 300 h.p. Sterling motors. Speed 24 miles. One of the best express cruisers available.



No. 3421—54-ft. twin-screw A. C. F. cruiser. Two 175 H.P. Hall Scott motors. Two double staterooms. Berth in dining saloon. Roomy enclosed bridge deck. Toilet and shower. Speed 19-20 miles. Splendid proposition. Like new.

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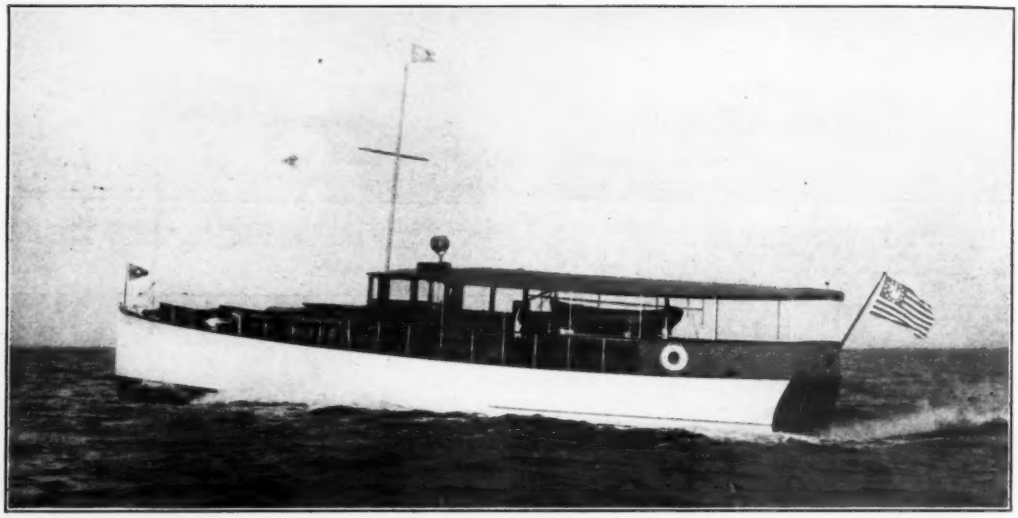
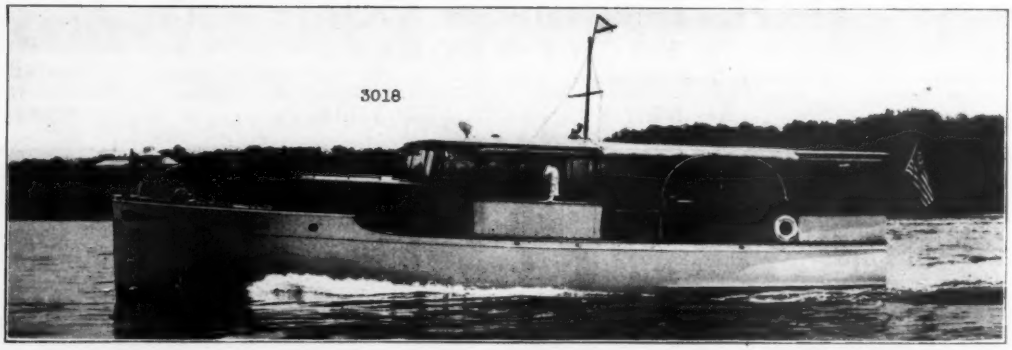
NAVAL ARCHITECTS—MARINE INSURANCE—YACHT BROKERS
521 FIFTH AVENUE (Corner 43rd Street)
NEW YORK CITY

Telephone
VANDERBILT
8011



No. 5356. FOR SALE. Attractive 65' twin screw, deck controlled motor yacht. Built by Luders, and powered by Winton. Speed 15-18 miles per hour. Forward cockpit, large, light, roomy quarters for both owner and crew; excellent deck and lounging space. Owner's double stateroom aft, with complete bath facilities adjoining. Dining saloon forward. Equipment very complete, and includes electric refrigerator, electric windlass, electric toilets, fans, etc. Hot and cold running water under pressure, and Lux fire protection. An excellent sea boat, and more than holds her own in any company. Due to change in owner's yachting plans, this yacht can be purchased at a most reasonable figure. For further particulars consult Cox & Stevens, Inc.



FOR SALE AT BARGAIN PRICE

No. 3018—A.C.F. 50' cruiser built 1927 with 100 H.P. Hall-Scott motor giving speed of 15 M.P.H. Two double staterooms and two berths in saloon. One bathroom, 2 toilets. Was built to order and is not a stock boat. Has many unusual features, including the following: Inside finished in mahogany and white. Large lockers in each stateroom especially ventilated, one with secret partition for private articles. Hot and cold water under pressure, new Edison lighting battery guaranteed 20 years. Homelite generating system, electric windlass, electric anchor sash, electric bilge pump, special gage showing quantity of fuel in tanks. Screened throughout. Galley especially finished, special deck lockers. Fully found with bedding, china, silverware, glassware, etc. Four special deck chairs, special radio connection on deck and in cabins. CO2 Fire Extinguishing System. Located near New York and immediate delivery can be obtained. Inquire from

LINTON RIGG & CO.
YACHT BROKERS
11 EAST 44th STREET, NEW YORK CITY

Advertising index will be found on 3rd last page

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SPARKMAN & STEPHENS
INCORPORATED
Yachts of All Types for Sale and Charter

11
EAST 44TH STREET
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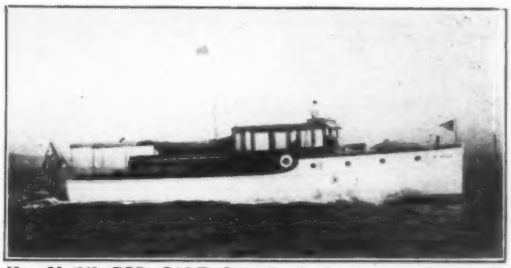
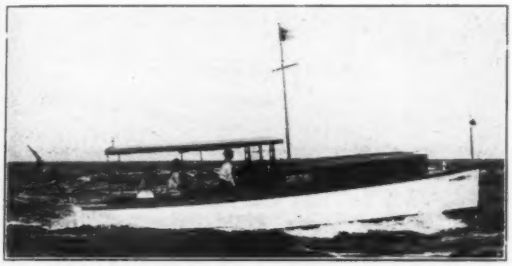
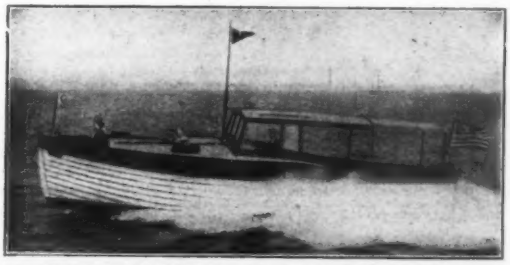
No. M-3439—FOR SALE—Twin screw gas yacht 62'6" x 14'6" x 3'6", built by Elco. Deck dining saloon, three staterooms, two toilet rooms, one with shower. Delivery in commission. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.



No. M-4562—FOR SALE—Several of the popular Dawn 45' Cruisers. We will be very glad to send complete list of available boats upon request. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.



No. M-4516—FOR SALE—One of the popular Elco 34' Cruisettes. Sleeping accommodations for four, toilet, galley and roomy cockpit. For further data consult SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.



No. M-4506—FOR SALE—Several of the popular Banfield boats. Will gladly send complete list of available boats on request. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.

Telephone
Vanderbilt 0969

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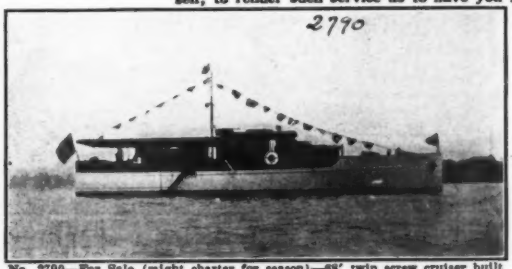
"YACHTSAN"

HARRY W. SANFORD
YACHT BROKER
501 FIFTH AVENUE, NEW YORK, N. Y.
(S. E. CORNER 42nd STREET)

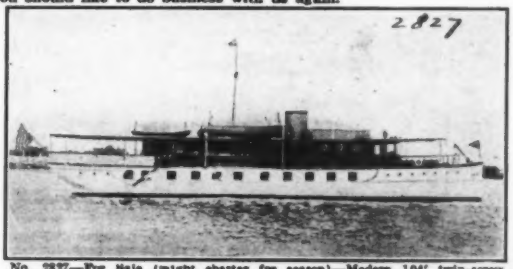
GEO. W. ELDER
Associate

OUR MOTTO

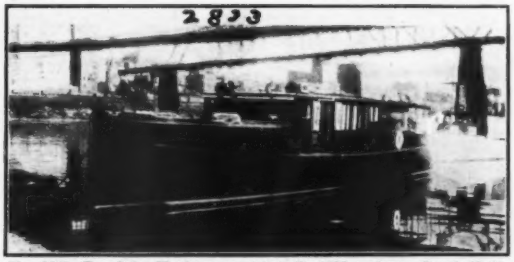
We offer yachts which will be a pleasure for you to own and a recommendation for us to sell; to render such service as to have you feel you should like to do business with us again.



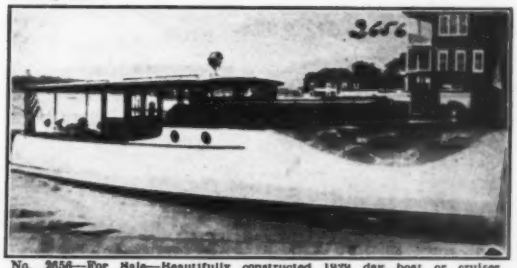
No. 2790—For Sale (might charter for season)—68' twin screw cruiser built 1928. Speed 17 miles, 3 comfortable staterooms, 2 berths in salon, bathroom, etc. Has had excellent care and is offered at a very interesting price.



No. 2827—For Sale (might charter for season)—Modern 104' twin-screw cruising house-yacht. Speed 15-16 miles, 5 large staterooms. Deck dining and living room, 3 bathrooms, etc. Luxuriously furnished and a perfect floating home.

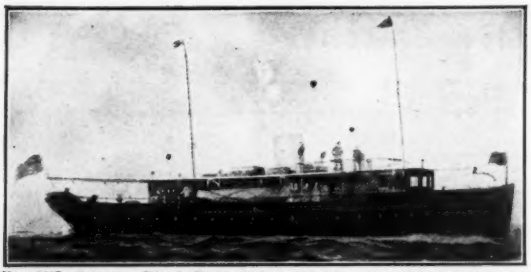


No. 2833—For Sale—Matthews special built 1929 cruiser. Speed 15-18 miles. Bow cockpit, 2 staterooms sleeping 6 and 1 berth in deckhouse. In excellent condition and offered at an extraordinary fine figure.



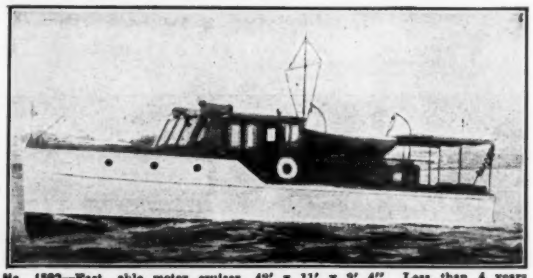
No. 2656—For Sale—Beautifully constructed 1929 day boat or cruiser, sleeping 4 persons. Speed 15-18 miles. Very roomy and able, with a delightfully large cockpit. Has galley, toilet, etc., and is a very smart-looking craft.

FOR SALE OR CHARTER

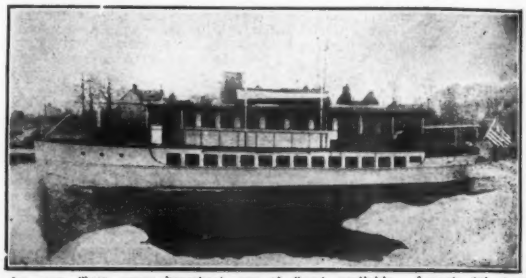


No. 1417—Seagoing Diesel Yacht 110′ x 20′ 6″ x 6′. Finest construction throughout with teak deck and houses. Two Diesel engines, independent lighting plant. Owner's quarters include 2 double and 2 single staterooms, 3 bathrooms and shower. Fine deck cabins. Splendid condition.

Boeing Flying Boat. Pratt and Whitney "Wasp" engine. 400 h.p. at 1900 r.p.m. Holds 5 passengers and pilot. Just overhauled—flown only 110 hours. Perfect vision for pilot and passengers. Separate compartment for baggage accessible through hatch in deck.



No. 1502—Fast, able motor cruiser, 42′ x 11′ x 3′ 4″. Less than 4 years old. Fine double stateroom forward with adjoining toilet. Cabin aft sleeps four—toilet adjacent. Roomy galley. Well equipped. 6 cylinder Peerless engine—14 miles speed. May be inspected at New York.



No. 000—Twin screw houseboat—one of finest available. Length 80′, beam 19′, draws only 3′ 6″. Broad decks, large deckhouse, pilot house, galley, commodious saloon. 4 roomy, double staterooms, one single stateroom, 3 bathrooms. Beautifully furnished. Ice plant, special ventilating and heating systems. Large fresh water capacity. Speed 12 to 15 miles. Will charter.

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CORWITH CRAMER
Yacht Broker
228 N. LA SALLE ST., CHICAGO

ROOM 1454
BUILDERS
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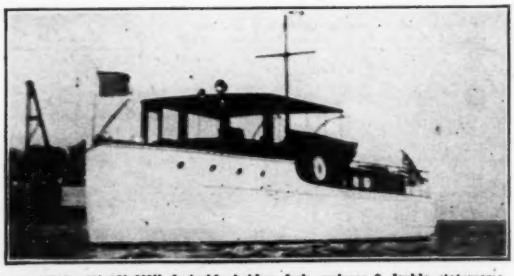
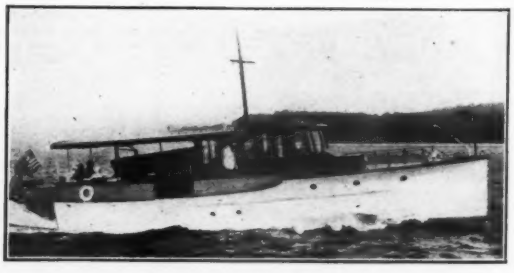
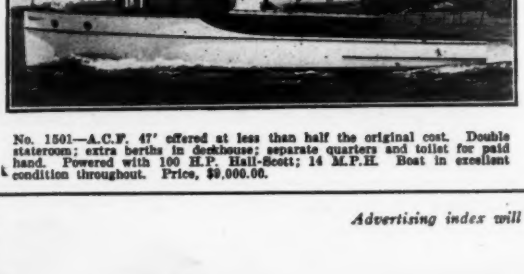


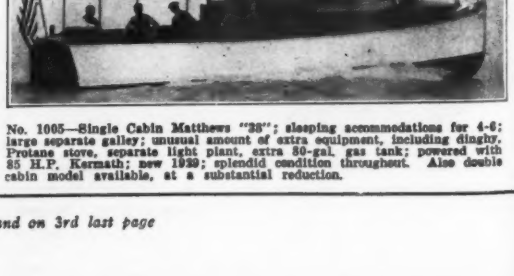
No. 1500—49′x13′x3′6″ desirable bridge deck cruiser; 2 double staterooms, each with toilet; separate galley; berth for paid hand; unusually large engine room; powered with 6-cyl., 110 H.P. Buda; speed, 11-13 M.P.H.



No. 1012—Elco 42′ cruising yacht built 1928; 2 double staterooms, 2 toilets, berths for paid hand; powered with 6-cyl., 125 H.P. Elco engine; speed, 13-14 M.P.H. Price attractive for immediate sale.



No. 1501—A.C.F. 47′ offered at less than half the original cost. Double stateroom; extra berths in deckhouse; separate quarters and toilet for paid hand. Powered with 100 H.P. Hall-Scott; 14 M.P.H. Boat in excellent condition throughout. Price, $9,000.00.



No. 1005—Single Cabin Matthews "38"; sleeping accommodations for 4-6; large separate galley; unusual amount of extra equipment, including dinghy. Protane stove, separate light plant, extra 80-gal. gas tank; powered with 85 H.P. Kermath; new 1929; splendid condition throughout. Also double cabin model available, at a substantial reduction.

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New advertisements accepted until tenth of month for following issue. To insure insertion in first possible issue send check or money order with your instructions.

Send photograph or negative, which will be returned if requested.

MoToR BoatinG, 57th Street at Eighth Avenue, New York, N. Y.

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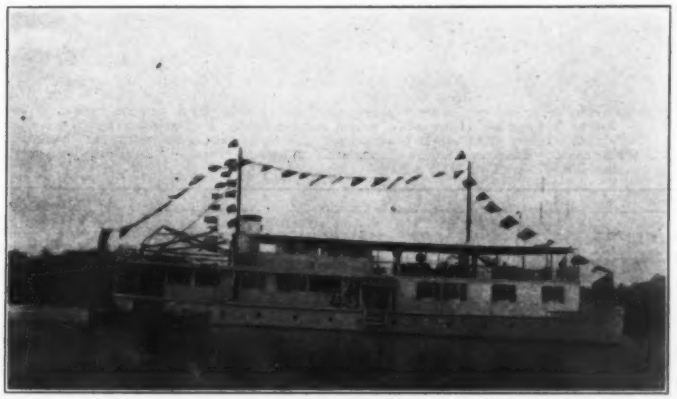
OLD-TOWN—SEA-SLED

MOTORS
JOHNSON—ELTO
LOCKWOOD—INDIAN

THE LARGEST MARINE DISPLAY ON LONG ISLAND

WHERE TO GO THIS SUMMER



Why not try the beautiful harbors of New England?
The splendid twin screw houseboat "FOUR WINDS" is being put in commission, and will be sold at a very low price completely equipped.

New London for the Yale-Harvard Races
Newport for the America's Cup Races
The balance of the season wherever you prefer.
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Full particulars from P. C. NICHOLSON, Box 1476, Providence, R. I.

FOR SALE: 46-ft. Bridge Deck Cabin Cruiser, four-cylinder medium duty Lathrop Motor, Speed 10-11 m.p.h. Homelite electric lighting plant, six berths, completely equipped and in commission at Morehead City, N. C. Sound solid, able and seaworthy. Sacrifice for Eighteen Hundred Dollars. L. G. Cooper, Greenville, North Carolina

FOR SALE—All mahogany cruiser, like new. 275 H.P. Sterling Motor, Speed 30 miles per hour, sleeps six, electric plant installed, running fresh water, also complete equipment, also one Liberty 12 and one Packard 1237, motors completely converted. George F. Elliott, Foot of Amherst Street, Buffalo, N. Y.

FOR SALE: 1926 Model Richardson raised-deck Cruiser, 23' x 8' x 3', powered with Gray 4-30. Fully equipped, in perfect condition. $1,500. John T. Dibble, P. M. A., Peekskill, N. Y

A.C.F. 30—1928 Double Cabin, Gray 6-40 Motor. Excellent condition, completely furnished, five hundred dollars extra equipment, inspectable New York. Box 241, MoToR BoatinG.

FOR SALE: Toppan "Sea Dog"—Practically new, powered with 180 H.P. Sterling Petrel motor. A bargain. Address Box 240, MoToR BoatinG.

VEEDETTE 31 o.a. run about 400 m. Mahogany pilot house. Military mast, Ovington china. Exquisitely equipped, makes abt. 16-m. Smart little seaworthy cruiser, including Tender with Outboard motor, $3,000. Address Captain, 24 South Aberdeen Place, Atlantic City, N. J.

RECENT MODEL GAR HIGH-SPEED RUNABOUT, boat and engine like new. Actual use less than fifty hours, $4650.00. Box 235, MoToR BoatinG.

ONE PACKARD GOLD CUP ENGINE, in excellent condition, $3,200.00. Box 234, MoToR BoatinG.

4 cyl., 4 cycle, with reverse gears: 12 H.P. Universal $135, 12 H.P. Kermath $195, 30 H.P. Brennan $145, 35 H.P. Doman $235, 30 H.P. Erd (new) $285, 45 H.P. Doman 6 x 6 $295.

4 cyl., 4 cycle, with reverse gears—starters—generators: 20 H.P. Kermath $295, 35 H.P. Kermath $485, 20 H.P. Peerless $315, 45 H.P. Universal Super Four $375, Scripps F4 $345, 100 H.P. Wisconsin $395.

Gray six 40, $445; Winton six 6½ x 9, $650; two cycle inboard and outboard motors.

Your present motor taken in trade on new or used motor on substantial allowance basis. Badger Motor Co., Milwaukee, Wis.

FOR SALE: Bridge Deck, double cabin cruiser, 42 ft. x 8½ ft. x 3 ft. 4 in. draft. 42-60 h.p. heavy duty marine motor. Fully equipped and in excellent condition. Very low price. Address George W. Mercier, Clayton, New York.

FOR SALE—$1,000.00
STERLING DOLPHIN 6 Cylinder, 225 H.P. engine, late model in good condition, complete with starter and generator. J. N. Vernam, 169 N. W. So. River Dr., Miami, Fla.

FOR SALE
2 Standard Deisel Engines, right hand and left hand, each 60 H.P., air starting, new last year; also

FOR SALE
Twin-screw Cruiser; length 42', beam 12', draught 3½', sleeps 6; 2 100-H.P. Kermath engines, speed 12 to 14 miles per hour. These can be seen at Abrams Shipyard, Huntington Harbor, N. Y. Tel. 594 Huntington.

For Sale—32½ ft. by 6½ ft. Day Cruiser, in excellent condition. 28-36 H.P. Red Wing motor, speed 14 m.p.h. Electric starter and lights. Toilet in forward cabin. Apply E. C. Young, 1360 Lakeshore Drive, Muskegon, Michigan.

FOR SALE
Cross 5 cylinder, 45 H.P., radial type Outboard Motor, delivered late in season 1929. Run very little, reconditioned by factory winter 1930. Price $325.00 F.O.B. New Brunswick, N. J. May be seen at Boat House. R. Garretson, Deep Lock, New Brunswick, N. J. Owner buying Inboard Motor.

FOR SALE: 21' DYER MOTORCRAFT runabout, used only one season. Thirty miles per hour with Universal 6 cylinder, 85 H.P. motor. Price attractive for immediate sale as owner going to South America. Apply, Dyer Motorcraft Corporation, East Greenwich, Rhode Island.

RICHARDSON CRUISABOUTS 29 ft.
Single and Double Cabin—Day Cruiser
ELCO BOATS
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Dee Wite and Dart Runabouts
Johnson Motors—Dinghys—Outboards
All on exhibition here. Demonstrations.
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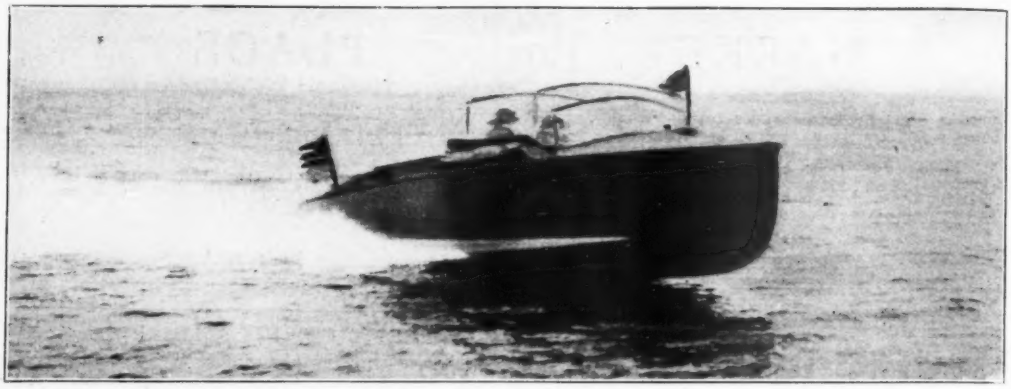
Terms—Trades—Sundays

FOR SALE—50-foot bridge-deck cruiser; mahogany planking; new November 1929; sleeping accommodations for seven; frigidaire; Delco lighting plant; cruising speed 12 miles. A Real Boat at a Bargain. Further particulars upon request. G. H. Larned, Box 942, Miami, Florida.

FOR SALE—Lamb 60 H.P. six-cylinder Gas Engine in perfect condition completely overhauled—dual ignition has double Kingston Carburetor—complete with shaft and wheel. McCown Oil Co., Inc., P. O. Box 825, Mobile, Ala.

FOR SALE—Factory rebuilt, six-cylinder, 7½ x 9, 70-80 H. P. Heavy Duty marine engine. Complete with double ignition system, governor, electric starting motor, generator, bilge pump, sturdy reverse gear. Fully guaranteed—$1500.00 F.O.B. Buffalo.
BUFFALO GASOLENE MOTOR CO.
Buffalo, New York



FOR SALE

Special built 26' mahogany 42 mile runabout, 200 H.P. Scripps, just rebuilt at factory at cost of $500. Boat doubleplanked and just refinished from bare wood. Navy type top over forward cockpit has all advantages of sedan but is far more convenient and can be raised or lowered in few seconds. Planes level and can see over bow from any seat when under way. Winner of 3 firsts, 2 seconds. Lost only when handicapped. Better now than when new and far superior to stock boat. Why not have a winner at less than stock boat price? All equipment goes with her including cover and 2 propellers. Cost $6000. Sell for $3000 cash. Boat on Lake Champlain. Address Owner—Olin Derr, Seabreeze P. O., Daytona Beach, Fla. After June 10th, Keeseville, Essex Co., N. Y.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912,

Of MoToR BoatinG published monthly at New York, N. Y., for April 1, 1930.

State of New York } ss.:
County of New York }

Before me, a Notary Public in and for the State and county aforesaid, personally appeared C. F. Chapman, who, having been duly sworn according to law, deposes and says that he is the Business Manager of MoToR BoatinG and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:
Publisher—International Magazine Company, Inc., 959 - 8th Ave., New York City.
Editor—C. F. Chapman, 959 - 8th Ave., New York City.
Managing Editor—None.
Business Manager—C. F. Chapman, 959 - 8th Ave., New York City.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)
International Magazine Co., Inc., 959 - 8th Ave. Sole Stockholder, Hearst Magazines, Inc., 959 - 8th Ave. Sole Stockholder, Star Holding Corp., c/o Corporation Trust Co. of America, Wilmington, Delaware. Sole Stockholder, W. R. Hearst, 137 Riverside Drive, New York City.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)
None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is .....
(This information is required from daily publications only.)

C. F. CHAPMAN,
Editor and Business Manage..

Sworn to and subscribed before me this 1st day of April, 1930.
(SEAL) WILLIAM J. SPERL.

Notary Public Queens County No. 1749 Reg. No. 6896. Certificate filed in N. Y. Co. No. 979 Reg. No. 1S682. Commission expires March 30, 1931.
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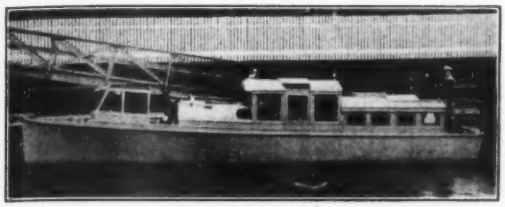
29 ft. Hacker Runabout. Practically new. All metal chromium plated. Sea covers. Navy portable top, latest Sterling 6-cylinder Petrel motor 5¼ x 6 developing over 200 h.p. 40 miles or better. Boat fully guaranteed by seller. Can be seen at Irwin Boat Yard, Red Bank, N. J.

T. S. Johnston, 250 West 57th St. Suite 2400 New York City

FOR SALE



45 FT. COMMUTER—25 M.P.H.

PRICED low for quick sale. Fast desirable commuter designed by Thomas D. Bowes, powered with two six-cylinder 150-HP Kermath engines. Cabin has two berths and is electrically lighted. Boat has been kept in excellent running condition and is fully equipped. Splendid opportunity for man who commutes by water.

FOR FURTHER INFORMATION WRITE OR CALL

ELDREDGE-McINNIS INC.

148 STATE ST., BOSTON

FOR SALE—28′ Sea Lyon "40" powered with 200 h.p. Scripps motor. This boat was purchased last fall for delivery this spring but circumstances are such that its sale is necessary at a sacrifice. Boat is brand new, complete and has never been in the water except for original test. Cost $4,650. Available for immediate delivery at New York and offered at $3,750. Box 246, c/o MoToR BoatinG.

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FINE offerings at substantial savings are available in our current list of used Cruisers, Runabouts, Houseboats and Sail Boats. Also Gasoline and Diesel Engines and Generating Plants. Many of these are rebuilt and in excellent condition. Send for our list today and save money.

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—KERMATH MOTORS

Guaranteed Reconditioned Elco Cruisers

The low first cost of a reconditioned cruiser is a sound economy only if the boat is in good running condition. A few such reconditioned Elco Cruisers are now offered for prompt delivery.

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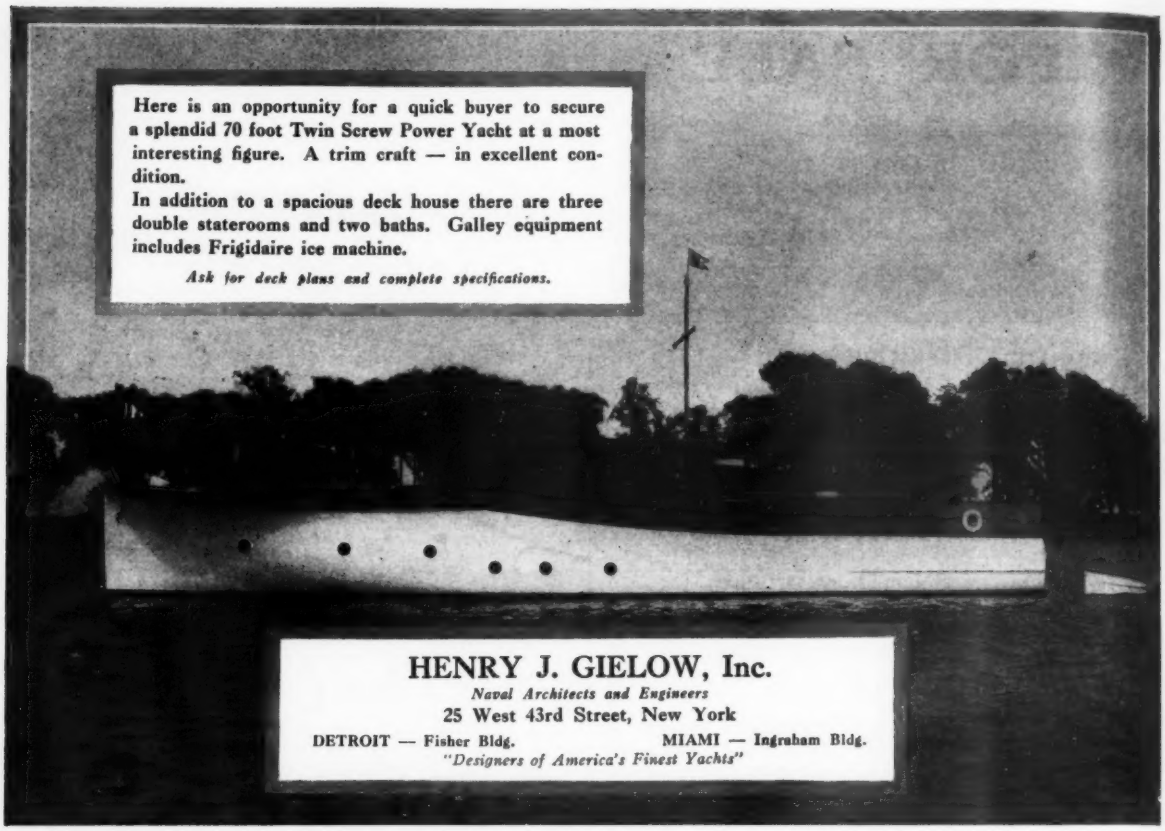
Elco
CRUISERS


Here is an opportunity for a quick buyer to secure a splendid 70 foot Twin Screw Power Yacht at a most interesting figure. A trim craft — in excellent condition.
In addition to a spacious deck house there are three double staterooms and two baths. Galley equipment includes Frigidaire ice machine.
Ask for deck plans and complete specifications.
HENRY J. GIELOW, Inc.
Naval Architects and Engineers
25 West 43rd Street, New York
DETROIT — Fisher Bldg.
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"Designers of America's Finest Yachts"

FOR SALE—Famous BABY GAR type speedboat, 33 feet long, powered with special 500 H.P. Gar Wood Liberty engine. Speed 55 miles. Have used this boat two summers only as tender to my racing yacht; now using small cruiser for tender as it gives quarters for racing crew, consequently have no further use for this runabout. Boat has always been kept in splendid condition by paid crew. Have just had motor rebuilt and hull refinished, now in perfect condition and ready to run. Originally cost $11,800. Will sell for $2500 cash. Box 238, MoToR BoatinG.

We have the following used Dart runabouts for sale:

No. 1. 26 footer, 1929 Model, Kermath 200. Equipment includes Oberdorfer pump, chrome plate, Lux system. A-1 condition. $2,500.00.

No. 2. 26 footer, 1929 Model, hull completely refinished, sides painted black, powered with new Chrysler 8 cylinder 165 horse power motor. Looks like new, $2,500.

No. 3. 18½ footer, 1929 Model, Chrysler down draft 65 horse power motor. Used only as test boat. Refinished. Cannot tell from new. $1,200.00.

THE ABOVE OFFERED SUBJECT TO PRIOR SALE. IN WRITING REFER TO NUMBER.

DART BOATS, INC., TOLEDO, OHIO

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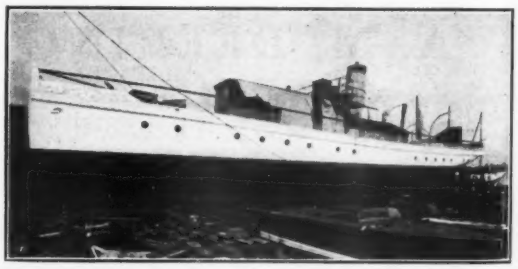
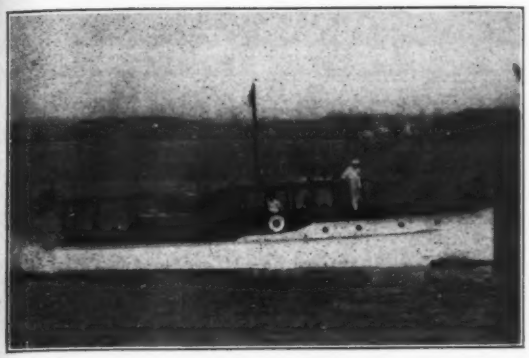
YOU can find a buyer for your boat quickly and at the price you want by using MoToR BoatinG's Market Place. MoToR BoatinG is read by many thousand more boating enthusiasts than any other boating magazine. For Sale advertisements in MoToR BoatinG's Market Place usually find a buyer —and that is what you want. Advertise your boat in the July MoToR BoatinG, forms close June 5th.

MoToR BoatinG
57th Street at Eighth Avenue, New York, N. Y.



FOR SALE—Steam Yacht, 98' x 15'6" x 6'4". Two cylinder 12" x 24" x 14' Sullivan steam engine. Boilers, engine and hull are excellent and in running condition. Boat is fully equipped, ready to run. Easily worth $20,000 in present condition. Offered for quick disposal at $6,000. Lyon-Tuttle Shipyard, Fordham St., City Island, New York City. Telephone City Island 1645-1646.

FOR SALE



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TO purchase one of the finest 48′ enclosed bridge, double cabin cruisers afloat.

She was built in 1929 by B. F. Wood of City Island under the supervision of Eldredge-McInnis, Inc.

Great care and pains were taken in the construction of this boat and she is heavier than is usually the case on a yacht of this size.

There is a beautiful double stateroom in the after cabin with an adjoining toilet. Forward are berths for two, a galley and a toilet.

Two 1929 six cylinder Red Wing engines drive this beautiful boat at a steady twelve knot speed.

She is fully equipped and in perfect condition. Owner has built a new and much larger yacht and is anxious to sell.

FOR FULL PARTICULARS
WRITE OR SEE

ELDREDGE-McINNIS, INC.

148 STATE ST., BOSTON

CABLE EASTWARD TEL. RICHMOND 3890

NEW YORK YACHT, LAUNCH & ENGINE CO.

Morris Heights, New York City

Phone: Sedgwick 4880

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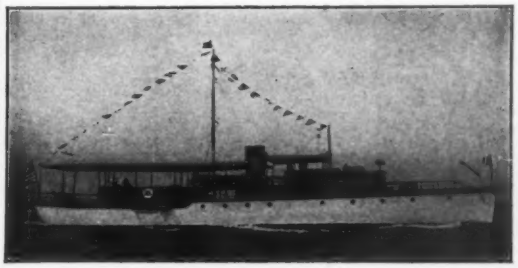
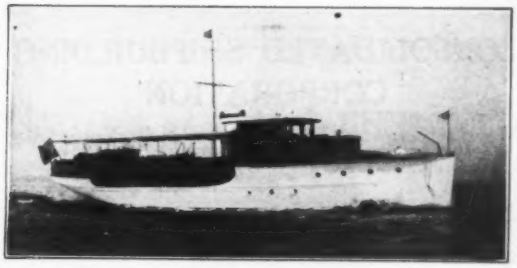
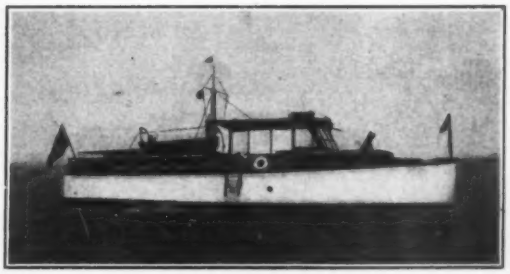


NO. 1002 — Eighty-five-foot, twin-screw cruiser of Gielow design, powered with two new six-cylinder 6½″ x 8½″ Twentieth Century engines. Owner's accommodations consist of two double and one single staterooms and bathroom. Large dining saloon in deck house. Special value. *Terms.*



NO. 1008—SUNSHINE II. 80′ x 14′ x 4′. In commission. Can be delivered immediately. Practically new. Owner building larger yacht. Send for details.

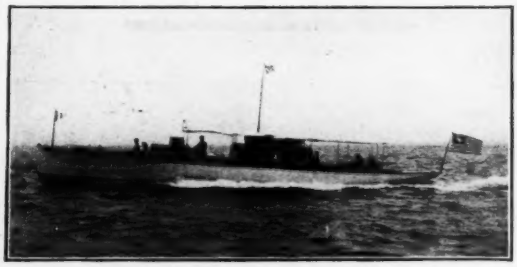


NO. 1011—High Speed Commuter. 47′ x 10′6″ x 2′9″. 25 to 30 miles per hour. Two years old. Perfect condition.

The wise boat buyer will arrange now for late summer, fall or Florida delivery of his Viking. Unusual values. Prices $2,500 and up, afloat Toms River.

TOMS RIVER BOAT WORKS, INC.—*40 Years a Boat Yard*

Builders of Fast Sea Skiffs—Storage—Repairs TOMS RIVER N. J.



65-foot twin screw Express Commuter. Steersman's cockpit, cabin with transom berths, toilet and galley. Large after cockpit. Crew's quarters forward. Speed 20 miles. Can be purchased at a very attractive price. Estate desires to dispose of this boat immediately.

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FAIRHAVEN MILLS ON THE WATERFRONT OF NEW BEDFORD AT PUBLIC AUCTION

In final liquidation of the Fairhaven Mills will be sold at auction on the premises

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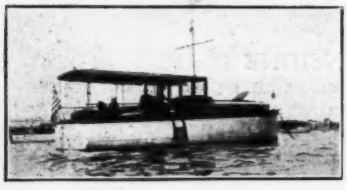
at 12 o'clock noon on Tuesday, June 10th,

all the real estate of the above named corporation located on the waterfront and consisting of five large brick mill buildings and several smaller structures, all with complete sprinkler equipment and containing about 650,000 square feet of manufacturing space with nearly sixteen acres of land.

This property will be offered subject to taxes of 1930 in five parcels of various size suitable for many lines of industry, and as a whole, for absolute sale to the highest bidder. Also will be sold immediately following this sale about ten acres of land in Fairhaven on the waterfront.

FRED W. GREENE, JR.
Auctioneer
201 OLYMPIA BUILDING
NEW BEDFORD, MASS.



FOR SALE—Beautiful new cruiser only one year old and taken in exchange for larger boat which owner is building now at my place. Boat is 35 ft. long, 11 ft. beam, has 50 h.p. Red Wing motor; speed about 12 miles. A complete boat in every detail and very seaworthy to be sold reasonable. Mayers Boat Works, 10th Street, College Point.

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BANFIELD Sea Skiff, 32' 200 H.P. Kermath. New July 1929 and still new. Can be purchased at a saving. Arthur G. Dore, 1180 East 15th St., Brooklyn, N. Y.

CHRIS SMITH 8 CYLINDER ENGINE
225 h.p. used a small portion of season. Now at Algonac. An opportunity to secure one of these wonderful Smith Marine Engines, practically new at $1250. f. o. b. Algonac.
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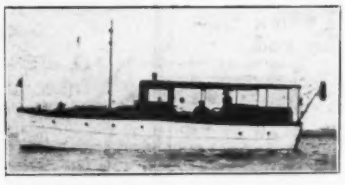
Successors to
Lake Erie Yacht Brokerage Corp.
Lakewood, Ohio

FOR SALE: Fifty foot bridge deck cruiser. Six cylinder Lathrop motor. Call Flus. 0317. Write Box D., College Point, N. Y.



BRIDGE DECK CRUISER—36 x 10½; new 90 H. P. motor; powered tender; finely equipped; sleeps 8; practically new; $3800.00; 8 W. Saratoga St., Baltimore, Md.

PELHAM WATERFRONT
Beautiful 8 room house, 1/3 acre, own private beach, grounds landscaped, concrete bulkhead dock could be built to deep channel at low cost; sacrifice. Box No. 247, care MoToR BoatinG.

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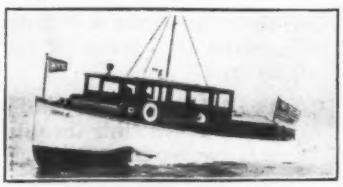

Matthews 38 ft. Day Cruiser
Powered with Sterling Petrel engine. One of the few of this model ever offered. Very complete equipment. Inspectable—New York City. Bargain.
BRUNS, KIMBALL & CO., Inc.
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FOR SALE—Gear box, will take up to 220 h.p., in fine shape, will sell cheap. Water jacket exhaust patterns for OX5 and Hall Scott A5A also cylinders, pistons, and connecting rods for A5A. A. Johann, 1269 25th St., Milwaukee, Wis.

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REMANUFACTURED motors—all models and sizes—same guarantee as new—all completely rebuilt,—full standard equipment—all block-tested—lowest prices in our history—must have room—new business crowding them out—full details from us or your Gray dealer—Shipment now.—Write.
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Can ship off the floor at once on receipt of your order. Below a stock of the finest machines built in this country—at bargain prices—Act quickly! Wire—don't write.

300 H.P. Sterling Dolphin 8 cylinder—starter and generator equipped
Twin 290 H.P. Sterling Dolphins 6 cylinder—starter and generator equipped (Will be sold singly or in pair)
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150 H.P. Scripps—model G, starter and generator equipped
Twin 150 H.P. Kermaths 6 cylinder, factory rebuilt—starter and generator equipped (Will be sold singly or in pair)
125 H.P. Sterling Petrel 6 cylinder factory rebuilt—starter and generator equipped
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85-125 H.P. Sterling model FM, 6 cylinder—starter and generator equipped
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Twin 65 H.P. Kermaths, 6 cylinder, factory rebuilt—starter and generator equipped (Will be sold singly or in pair)
60 H.P. Cummins Diesel, 6 cylinder, completely equipped—not rebuilt—in running condition
45-75 H.P. Sterling Model B, 6 cylinder
32-37 H.P. Standard, heavy duty, 4 cylinder — starter equipped
30 H.P. Lathrop, 3 cylinder
24 H.P. Palmer, heavy duty Model F-3
20-25 H.P. Bridgeport, 2 cylinder heavy duty
20 H.P. Kermath 4 cylinder, starter and generator equipped
20 H.P. Kermath 4 cylinder
16 H.P. Kermath 4 cylinder, starter and generator equipped
16 H.P. Kermath 4 cylinder
16 H.P. International, 4 cylinder, starter and generator equipped
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12 H.P. Kermath 4 cylinder

EACH AND EVERY ONE OF THESE HAVE BEEN REBUILT AND REFINISHED AND ARE READY FOR IMMEDIATE DELIVERY.

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Open evenings until 9 P.M.

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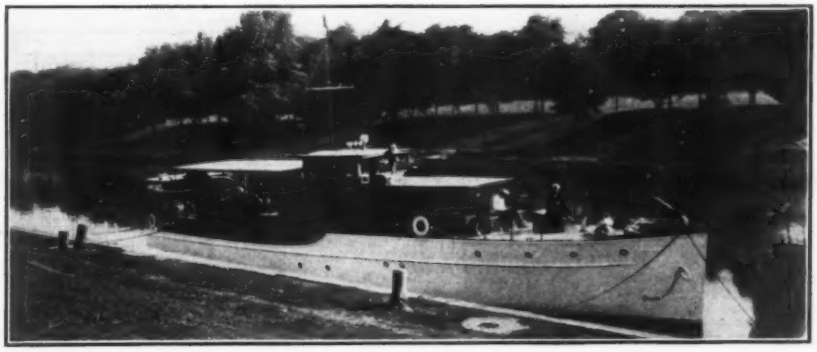

FINEST 75 FOOT CRUISER AVAILABLE THIS YEAR

Owner now building 105 footer and offers this splendid cruiser—only 2 years old—at extremely low figure for quick sale. Speed 13-14 miles, sleeps 8 in owner's quarters in 4 rooms. Three toilets and bathrooms. Captain's stateroom, splendid crew's quarters, exceptionally fine galley. Wonderful deck space, capacious dining salon, all appointments perfect. Two Sterling Petrel reduction gear engines in splendid condition, giving more power than when new, one man control, 110 volt electrical system, double usual battery capacity (Exide Iron-clads) Lux system, hot and cold running water throughout, ample fresh water tanks. Heated throughout with hot water. Hull exceptionally rugged, no better sea boat of her size ever built.

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FIFTH AVENUE, Corner 15th St., NEW YORK
Telephone Algonquin 0800

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LARGEST SHOWROOM IN THE INDUSTRY!

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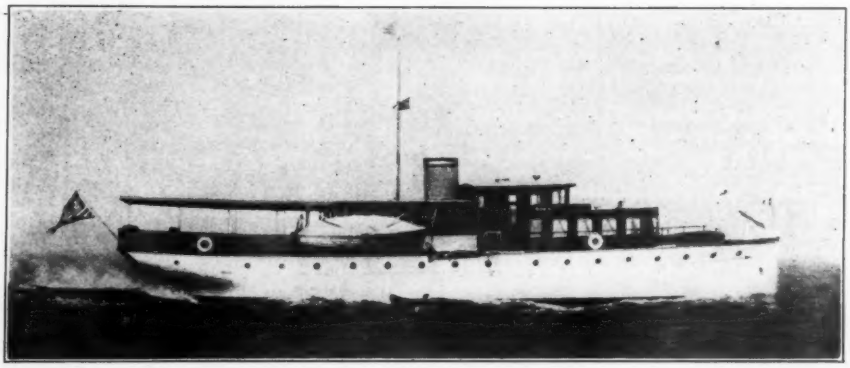

THIS exceptionally fine cruising Yacht is being offered for sale or charter at a reasonable price. Yacht is 85′ x 15′ with cruising speed of 13 m.p.h. Accommodations for owner consist of two double and two single staterooms, two bath rooms, deck dining saloon forward and deck house lounge aft. Yacht is two years old, and is fully equipped and in commission. Demonstration by appointment.

NEW YORK YACHT, LAUNCH & ENGINE CO.

MORRIS HEIGHTS NEW YORK CITY

PHONE: SEDgewick 4880

FOR SALE—Beautiful new 28-ft. Chris Craft Runabout. Run only 30 hours. Speed 43 miles. Completely equipped. Lux fire system. The owner has ordered its immediate sale only because he will purchase larger boat. Can be seen anytime in New York City. MoToR BoatinG, Box 249.

Position Wanted—Combination sailor and cook. Last vessel was two masted schooner. References. Box 244, MoToR BoatinG.

ON LAKE GEORGE, N. Y.
FOR SALE—New 22′ Chris-Craft Runabout. Boat and motor in perfect condition. Used only 6 weeks last summer. Owner will sell this 35 mile speedboat for $2100 to first applicant as he is purchasing faster boat. R. Manning, Asheville School, N. C.

FOR SALE—Fast 14 ft. Old Town Step Plane. Canvas covered. Wood Deck. Used very little. Ralph R. Bohrer, 544 West 158th St., New York City.

Sacrifice: 175 Horsepower Peerless motor, just overhauled. Make offer. Also Chris Craft. Nine hundred dollars. Al. Clewis, 512 Franklin St., Tampa, Fla.

BOATS WANTED—Richardsons, Elcos, Wheelers, A. C. F.s, etc., and good custom built boats. F. D. Homan, Riverside Ave., Amityville, L. I., N. Y. Tel 110.

LIBERTY twelves and sixes with or without conversion, cylinders, pistons and all parts. F. T Holliday, Indianapolis.

FOR SALE—NONPAREIL III, the outstanding Class B competition outboard of the 1929 season. The sensation of the Detroit international Harmsworth regatta and the winner of the Class B Canadian National Championship. Francis G. Brobiel, 273 East St., Buffalo, N. Y.

CHRIS-CRAFT 38 FOOT CRUISER
New, July 22, 1929. In service less than sixty days. Delivered $15,500. Looks and runs like new. Many extras, including tender, ship clock, barometer, etc. Equipment complete in every detail. Our price, $10,000. Owner purchased 48 foot Chris-Craft cruiser.
PORTER MARINE SALES, INC.
Successors to
Lake Erie Yacht Brokerage Corp.
Lakewood, Ohio

MODEL E. 220 h.p. Wright Hispano. Full marine conversion. Starter, generator, oil tanks, Paragon gear, 12 volt Westinghouse battery, propeller, four bank autopulse. $200. W. H. Stansfield, Auburn, N. Y.

FOR SALE—28′ sea skiff, 75 h.p. Universal Motor 1929. Boat is well constructed and in excellent shape. Two bunks and toilet forward, windshield amidships and large open cockpit aft. B. J. BARRETT, Tel. Vanderbilt 2686.

YOUR DETROIT OFFICE AND REPRESENTATIVE is available and opportunity to establish a branch office with capable marine man to call on your trade and look after your business in this territory, the best hundred per cent live mailing list also available. Address Box 245, MoToR BoatinG.

FACTORY REBUILT KERMATH ENGINES
Pick Yours from This List

6-8 H.P. Unit F.	$ 240
20 H.P. Unit F	405
65 H.P. B.E.F.	1015
150 H.P. "U" Head B.B.E.	1500
150 H.P. "O" Head B.B.E. "1927"	1300
150 H.P. "O" Head B.B.E. "1928"	1445
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200 H.P. B.B.E.	1725

These Motors have the factory guarantee of one year on them. They are bargains at these prices.
KERMATH MFG. COMPANY
5879 Commonwealth Avenue, Detroit

USED BOAT BARGAINS
Cruiser 63x14 (Semi-Houseboat) Twin Sterling Motors. Would cost $75,000 to duplicate. Perfect throughout. Electric refrigeration. Bath. Completely equipped and furnished. Rare opportunity. Price $7500. Richardson 1929 Double Cabin. Elco Cruisette. Elco 26. Banfield 32. Johnson 28. Many other cruisers. Runabouts, outboards, etc. All reasonably priced. Thoroughly re-conditioned.
Terms—Trades—Sundays
F. D. HOMAN
Riverside Ave., Amityville, L. I., N. Y. Tel. 110

WANTED—60′ hull, trans. stern, late design, for twin screw installation. Must be bargain. Give full particulars. A. W. Anderson, 1632 W. 75 Place, Chicago, Ill.

FOR CHARTER—Aux. Yawl, 36′, sleeps four, excellently equipped for cruising. By day, evening, weekend, week or month. Located at Baltimore. 3206 Woodland Ave., Phone Forest 8103-J.

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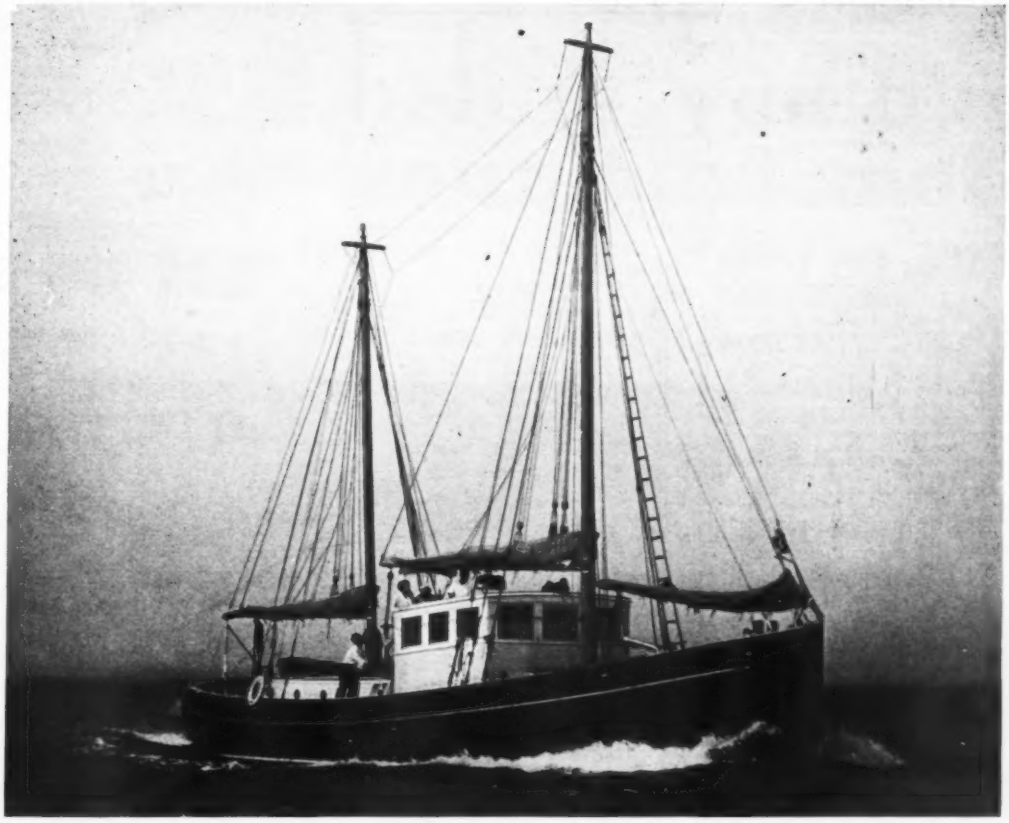

ABLE DIESEL KETCH—*NOR'EASTER*

Designed by Wm. H. Hand, Jr., of New Bedford, and built in 1927 by Charles Anderson, Wareham, Mass.

Length over all 60 ft., water line 55 ft., beam 16 ft., draft 6 ft. Accommodations for four forward, four aft, and there is one pipe berth and toilet for crew in the engine room. Forward cabins and engine room are provided with mechanical ventilation for use at sea. Power plant—four cylinder, 8½" x 10", 60 h.p. Fairbanks-Morse Diesel. Fuel sufficient for 1800 miles at sea. Equipment includes Frigidaire refrigerator, long wave radio receiver and transmitter, and broadcast receiver. Boat and engine have been completely overhauled and put in the best possible condition.

Last year I cruised in this boat to Bermuda and back, making the run from Atlantic City to St. George's in 72 hours. This year we cruised from Philadelphia to Nassau, Kingston, Jamaica, and Port-au-Prince, and back to Barnegat, in what I believe is record time, approximately 3400 miles in 17 days. She is extraordinarily able and fast, will make from 210 to 230 sea miles per day, handles well under sail when it blows, and was handled by me the first year without a paid crew, and since then with but one paid hand.

Very complete equipment, both Protane stove and "Shipmate" coal range. Her electrical equipment consists of a 1.8 K.W. generator belted to the engine, and Exide Iron Clad storage batteries of sufficient capacity for three days without running the main engine. Her construction is of the very best, and she is absolutely tight, top and bottom. Carries two dories and a complete set of storm sails.

My only reason for selling is that I am building one like her, but 100 feet long.

Delivery. Corinthian Yacht Club, Essington, Delaware County, Pa.

For Further Particulars, Apply

EDWIN M. CHANCE

OR ANY BROKER

112 North Broad Street **PHILADELPHIA, PA.**

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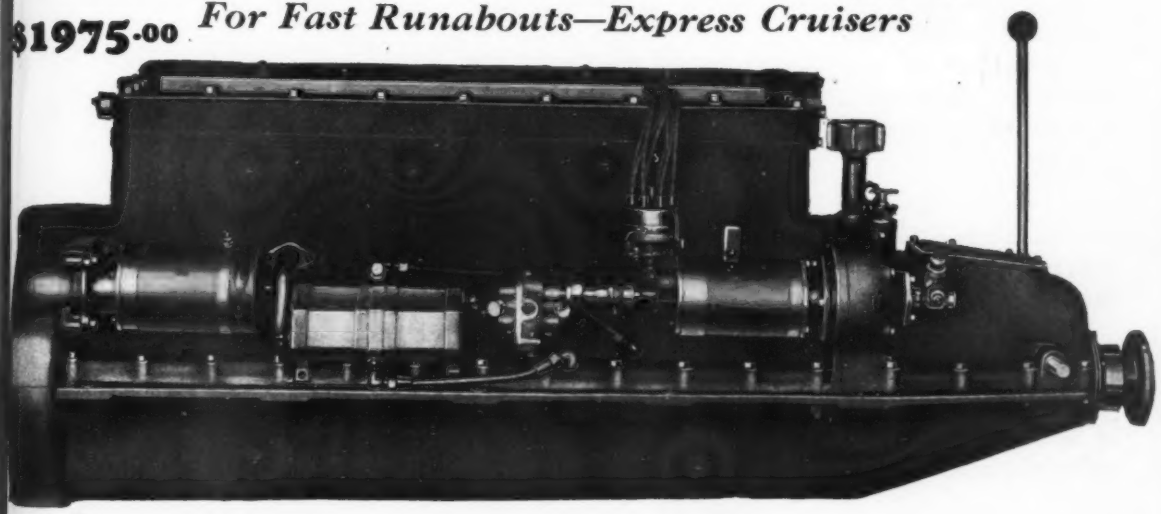

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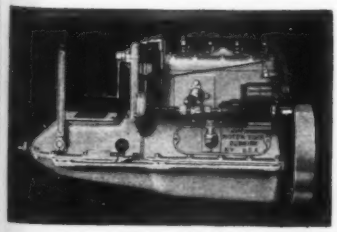

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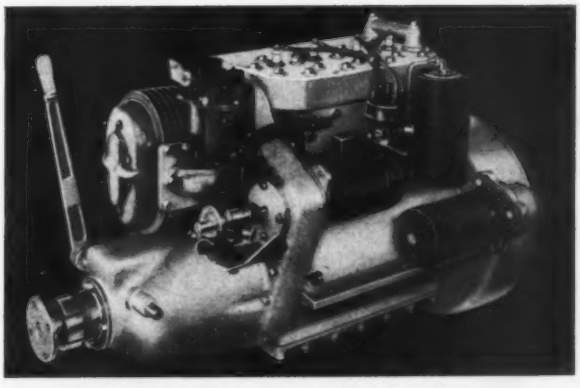

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